

The London and China Telegraph.

JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

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IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A SUMMARY OF NEWS FOR THE OUTWARD MAILS.

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Latest Arrivals.

PORTS.	OUTWARD.		HOMEWARD.
	From London	Arrived out.	Received this day.
JAPAN — Yokohama	June 18	Aug. 4	Aug. 9
Yedo	—	—	Aug. 6
Osaka and Higo	—	—	Aug. 6
Hakodadi	—	—	Aug. 2
Nagasaki	—	—	Aug. 4
CHINA — Peking	—	—	Aug. 8
Tien-tsin	—	—	Aug. 8
Chefoo	—	—	Aug. 8
New-chwang	—	—	Aug. 7
Hankow	June 10	Aug. 1	Aug. 8
Kin-kiang	—	—	Aug. 9
Chin-kiang	—	—	Aug. 9
Shanghai	June 18	Aug. 2	Aug. 12
Ningpo	—	—	Aug. 11
Foochow	June 19	Aug. 1	Aug. 14
Formosa	—	—	Aug. 15
Amoy	—	—	Aug. 15
Swatow	—	—	Aug. 19
Hong Kong	July 8	Aug. 18	Aug. 19
Canton	—	—	—
Macao	—	—	—
PHILIPPINES — Manila	June 18	Aug. 1	Aug. 12
COCHIN-CHINA — Saigon	—	—	Aug. 22
SIAM — Bangkok	—	—	—
BORNEO — Labuan	—	—	Aug. 22
Sarawak	—	—	Aug. 21
JAVA — Batavia	July 8	Aug. 16	Aug. 27
Samarang	—	—	Aug. 17
Sourabaya	—	—	Aug. 14
MALACCA STRAITS — Singapore	July 16	Aug. 18	Aug. 27
Penang	July 16	Aug. 16	Aug. 29
CEYLON — Colombo	Aug. 8	Aug. 29	Sept. 6
Galle	Aug. 13	Sept. 6	Sept. 6

THE MAILS, &c.

THE above Mails were delivered this morning, the due date. Advices from Japan by the San Francisco steamer leaving Aug. 29 have not yet arrived *in extenso*. The next P. and O. mails are due on the 18th, and will bring dates from Yokohama to the 23rd August; Shanghai, 26; Hong Kong, September 2; Singapore, 9; Ceylon, 20.

THE Galle telegraphic line is still working badly, and messages received are only in advance of the Hong Kong mails of Sept. 9, due here on 24th inst. The Kiochta line is working well, dates from Shanghai to the 18th September being received on 1st October.

List of Passengers.

PASSENGERS INWARD.

By this mail to Marseilles, per P. and O. steamer *Poonah*, arrived Oct. 1.—From Shanghai: Mr. Hutchison. From Hong Kong: Mrs. Revira and child, Mr. de Maldonado, three children, and servant. Mr. and Mrs. Heridia and child, Mr. Marshall, and six second-class passengers. From Batavia: Mr. and Mrs. Grothe, two children and servant. From Galle: Sir E. Creasy, and Captain Chambers. To Southampton, per P. and O. steamer *Nyanza*, expected to arrive Oct. 8.—From Yokohama: Staff surgeon Leach, and four second-class passengers. From Shanghai: Mr. Macfarlane, Mr. R. D. Dow. From Hong Kong: Mrs. Moulton and child, and three second-class passengers. From Galle: Mr. Hume.

PASSENGERS OUTWARD.

Per P. and O. steamer *Bangalore*, from Southampton, Oct. 2.—To Hong Kong: Miss M. M. Crichton, Mrs. E. Arthur, Mrs. Wilberforce Wilson. To Singapore: Mr. J. W. Witham. To Ceylon: Mr. C. Buchanan, Miss Macartney, Mr. and Mrs. W. Carver, Capt. Skottowe, Mr. H. S. Master, Mr. and Mrs. Ross. Per P. and O. steamer *Poonah*, from Marseilles, Oct. 10.—To Hong Kong: Mrs. Mellish and child. To Ceylon: Mr. and Mrs. M. H. Thomas, Miss Creawell, Mr. J. W. Gossett, Miss Sounce, Sir J. Elphinstone, Mr. H. W. Ridley, Mr. J. Garbutt, Mr. Duncan Davidson. Per P. and O. steamer *Ripon*, from Marseilles, Oct. 17.—To Hong Kong, via Bombay:—Mr. Smaile. Per P. and O. steamer *Pera*, from Southampton, Oct. 16.—To Hong Kong: Mr. R. Bruce, Mr. C. D. Surman, Mr. G. R. Donkin. To Penang: Miss Napier. To Singapore: Mr. W. P. Beck. To Ceylon: Mrs. Wilson, Mr. J. Hamilton, Mr. N. L. Bartholomew. Per P. and O. steamer *Ceylon*, from Marseilles, Oct. 24.—To Shanghai: Mr. John Fraser, Mr. and Mrs. J. F. Wallace, Mr. J. Holliday. To Hong Kong: Mr. F. Hutching, Mr. C. Holliday, Mr. P. Ryrie. To Singapore: Mr. R. C. Smith, Mr. J. Ogilvie.

To Penang: Mr. G. M. Sandlands. To Ceylon: Mrs. Garbutt, Mr. W. C. Brodie, Miss Payne, Mrs. Longley, Mr. H. D. Cunningham. Per P. and O. steamer from Suez, Oct. 31.—To Hong Kong: Mr. H. G. Allen. Per P. and O. steamer *Nyanza*, from Southampton, Oct. 30.—To Singapore: Mr. P. McMaster. To Ceylon: Mr. and Mrs. Carson, Mr. E. Layard, Mr. R. A. B. Dobree. Per P. and O. steamer *Bangalore*, from Marseilles, Nov. 7.—To Hong Kong: Mrs. Pauncefoot, Mr. A. Bazley. To Ceylon: Mr. and Mrs. St. Albion. Per P. and O. steamer from Suez, Nov. 14. To Batavia: Mr. Wilmer.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Dates by the present mail are down to the 9th August. By telegram they reach to the 31st, and announce the arrival of the Duke of Edinburgh on the 29th August. In our issue of the 20th ult. we gave some particulars of the arrangements made for his reception. A meeting was held, comprising the Rev. M. B. Bailey, Messrs. Dunlop, Wilkin, McDonald, Shand, Simpson, Dallas, Black, Pitman, Campbell, Marcus, Watkins, Jaffray, Eyton, Milson, Rickerby, Vernede, Dalziel, Marshall, Robison and Robertson, to consider the proper course to adopt. Mr. Bailey took the chair. Several propositions were laid before the meeting, but the following was adopted:—

Proposed by Mr. Wilkin, seconded by Mr. Simpson:—

"That in view of the approaching visit of H.R.H. the Duke of Edinburgh, the British community of Yokohama desires to receive him with such welcome as is due to the son of their Queen."

The Chairman considered it due to himself and other gentlemen who had acted with him to state, as it had been asserted that the present mode of action was objected to by the officials, that Mr. Dalziel, Mr. Whittall, and himself had waited on Sir Harry Parkes by appointment, and that Mr. Aspinall was to have gone with them, but was unable through illness, and that the statement that it was objected to by Sir Harry was false. He quite approved of an address being presented by the community, but agreed with the gentleman whom he received that it was extremely difficult to see, under the circumstances of this community, what manner of public entertainment could be given.

Mr. Simpson moved, and Mr. Shand seconded—

"That an address of welcome from the British residents be delivered to his Royal Highness on his arrival, or at his convenience."

Proposed by Mr. Black, seconded by Mr. Dallas—

"That a committee of twelve be appointed by ballot, to be now taken, to draw up the address, obtain signatures, and present it in the name of their fellow countrymen."

Mr. McDonald moved the next resolution. It was one that seemed desirable in case the Prince's engagements should allow of anything further being done to entertain him. He feared that it was hardly likely that the resolution would bear fruit, but it was well to leave no stone unturned, and if it were found that anything further could be done acceptably by the community there should be persons to carry it out. He therefore moved:—

"That the said committee act as a committee in waiting to devise and propose to the British residents any further method of showing to his Royal Highness and Her Majesty the loyalty and affection towards the Throne cherished by Her Majesty's subjects resident in Yokohama."

Mr. Wilkin seconded, and it was carried.

The Chairman requested Mr. Black to move the next resolution, which he did as follows:—

"That the said Committee be authorised to collect any subscriptions required for the reception or entertainment of H.R.H.,—and also that the Committee as appointed by ballot be empowered to add to their number."

Mr. Simpson seconded; and it was carried.

A ballot having been taken for the Reception Committee, the following gentlemen were elected:—Messrs. Wilkin, Aspinall,

Bailey, Simpson, Black, McDonald, Robertson, Shand, Dalziel, Kirby, Jenkins and Jackson. Mr. Marshall declined to act.

By the steamer *Great Republic* the new American Consul for this port arrived to take the place of General Stahel. Mr. Lyon was born in Massachusetts, we hear, and of late has been in Oregon. His services as President of the Grant and Colfax Club there, and prominent position during the war as an extreme Radical, have no doubt influenced his appointment as Consul here.

The new Minister, Mr. De Long, from private information, was to leave for Japan after receiving his instructions from Washington. Our next American mail will be brought over by a new steamer, named the *Oregonian*, intended to ply on the coast of Japan, thus giving us three American steamers through the Inland sea monthly.

A beautiful little screw steamer has been launched from the yard of Messrs. Lucy and Co., of the Vulcan Foundry. She has been built to the order of Messrs. Kirby and Co., under the superintendence of Captain Robertson.

A correspondent writes us on August 9 :—

"A contract has been entered into to supply the native Government with five hundred carriages suitable for governors of towns, districts, &c., to each of whom a carriage is to be given.

"It is rumoured that the late Shicoon will soon be called to power again as 'Viceroy'; and this we believe, as we think such a step will be necessary to enable our Minister (at present chief adviser and protector of the Daimios in power) to extract himself and friends from the political muddle they are waddling in, to the destruction of all other interests in Japan, British trade especially. Should this project be successfully carried out it will save another war in this country (which will otherwise soon break out), and, for a time at least, relieve trade from the trammels so prejudicially affecting it at present."

The Government, it is stated, have forbidden the Daimios purchasing any more steamers.

Mr. Brunton, the engineer to the Japanese Government, has notified the taying of buoys at the Yokohama anchorage and the Straits of Simonoseki. We hope the light-houses will soon follow.

The half-yearly report of the Chamber of Commerce has been published, and contains much useful information as to trade in Japan, &c.

The following items are from the *Japan Times* :—

We have absolutely no political news to give by this opportunity. The difficulties of the Government still continue as great as ever, but in both branches of the export trade there has been considerable activity, and native traders are showing more confidence in their new rulers. Nothing has been done towards the settlement of the currency question, and we must warn our friends in Europe and elsewhere against belief in the genuineness of a document put forth by our contemporaries as an important Government proclamation.

The Chamber of Commerce has had its meeting, and received its Finance Committee's report. Members seemed to receive it with satisfaction, but it appears to us that the currency question is left by it in precisely the same position as it occupied before the committee was appointed. The five main points of reform demanded are all either under consideration, or, in consequence of more important questions occupying the Government, are reserved for consideration at some future period. The committee has worked hard, and deserves the thanks it has received, but it has given no fruit.

From Hakodadi we have no news except that the people are returning to it. A letter from our correspondent there describing its appearance after being retaken, to which he refers in a subsequent private communication, has unluckily been lost. A curious instance of the inefficiency of the Consular power there is the only noticeable circumstance. A defendant in a case regarding occupation of certain premises, having received orders to quit, refused, shut himself up, and defied the Consul and all his constables. Mr. Eusden applied to Captain Ross, of H.M.S. *Pearl* for a file of marines, which he refused, and at the date of last advices the besieged party held his own. We remember Admiral Kuper, on the occasion of a false alarm in the harbour, sending an armed boat's crew on board the offending merchant vessel, and having captain and passengers, half-dressed, brought before him to be wigged. Is it at the discretion of a British senior naval officer in these waters to support the civil power, or to transgress the law himself—according to his own imperial caprice?

It is very gratifying to see the American line getting into such good order, as exemplified by the arrival and departure to time of this week's steamers. As we have heard many an American remark, the P.M.S.S. Company began its operations in these waters three months too soon. A year and a half's unpopularity has quite sufficiently punished the error, and now that the line is in good order, at all events as regards punctuality, we may expect continual improvement and the directors an increasing share of public favour.

HIOGO.

There is nothing of any importance from this port or Osaka. In reference to the memorial for the retention of the Consul, Mr. Abel Gower, it is stated that Sir Harry Parkes has acceded to the request, and Mr. Gower will have charge of the Consulates both at Hiogo and Osaka.

CHINA.

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(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, August 12, 1869.

Since I closed my budget by last French mail little or nothing of interest has occurred. On the 9th inst. two telegrams, dated July 20, were received, one private, the other by Grant's trans-Mongolian line. To give you an idea of their value I subjoin a comparative statement :—

	Grant's.	Unchanged—dull	Via Kiachta.
Silk ...	...	...	...
American Gold ...	136	...	133½
Cotton ...	12½	...	12¼

The steamer *Negapatam*, which sailed for Foochow yesterday, took Tls. 41,800 of treasure.

On the 5th and 6th inst. four tea-clippers—the *Dilkoosh*, *John R. Worcester*, *Challenge*, and *Charmian*, left the port tea-laden for London, and carrying over 4,000 tons of tea.

On the 6th inst. the S.S.N. Company's steamer *Hangchow*, coming up the Yangtze against a strong ebb, on her way from Ningpo, came into collision with and sank a lorch, which was dropping down. The master was saved, but eleven natives were drowned. As yet the lorch's story has only been heard; I therefore merely state the fact, as there will of course be a legal investigation.

The Yangtze continues to fall, and five days ago the subsidence amounted to three feet. Trade both at Hankow and Kiukiang is exceedingly dull, but is gradually mending as the flood disappears.

The annual report of the Anglo-Chinese Hospital in the English settlement has been published. It contains nothing of importance, beyond the mere statements that during the year 1868 somewhat more than 11,000 patients were prescribed for, and that 393 patients were treated within the hospital, of whom 331 were discharged cured and 10 relieved, the deaths being 52.

You have, perhaps, already seen a translation of a memorial recently addressed to the Throne by Ting Tih-chang, Futai of this province, and lately Taoutai of Shanghai, who, by the way, is said to be in imminent danger of losing his office for favour shown to foreigners. Underneath the usual amount of rignarole there is much truth told fearlessly. The Governor ascribes the readiness of the people to rebel exclusively to the misery—hunger and cold—in which they live, and this condition, he states, is due to the exactions of underpaid officials, who are obliged to grind the people in order to reimburse themselves in the sums paid for their situations, and make a suitable provision for their families. Ting is believed to have paid half a million of taels for his present berth, and to have been mulcted most tremendously during his recent visit to Peking, so that he at least knows all about his subject. He recommends that grain for use in the north be carried in foreign ships for the future, but of course neither this sensible suggestion, nor the others contained in his memorial, will be adopted. Yet it is well known that no more suicidal system could be adopted than that in force as regards the annual grain tribute. Much of the tribute rice is lost by leakage and wreck during the sea passage in junks. A large proportion of the freight is paid by allowing the junk owner to smuggle various dutiable articles, so that it is obviously impossible to estimate the cost of transport. Most of the rice is said to be intended for the Peking garrison, but very much more than is necessary is brought. The soldiers are paid by granary orders, but each man has to submit to a reduction of thirty per cent. on the amount of his order. This goes towards making up the quantity that would be in store but for the constant speculations of the officials. Yet even this is not found sufficient, and the rice is recklessly wetted in order to increase its weight. Much of it is thus half spoiled or entirely ruined before it reaches the consumers. But the soldiers are not the consumers. They sell their orders to the rice shops, and get a supply of millet or some other coarse grain equal to the rice (less discount) that their orders entitle them to, and in addition they receive some small pecuniary consideration. Thus the soldiers can sell their rice for a smaller sum than could merchants, who should purchase grain in the South and transport it to the capital. The upshot of the whole matter is, according to Mr. Dick, that the tribute becomes simply a trade in rice carried on by officials at a great cost to the country.

In the Supreme Court judgment was given on the 10th inst. against the owners of a cargo shipped per *Bolivia*, which cargo was hypothecated to its full value by the captain on bottomry bond. The judge expressed his sympathy with the owners, who were "cruelly victimised," but could not in the existing state of the law, as laid down by Lord Stowell (that "the right of hypothecation of the whole cargo is extremely natural"), do otherwise than refuse their application for a reduction on account of freights paid. They thus not only lose their cargo, but they are compelled to pay freight, and to lose the additional value of the goods arising out of that payment. You will remember that when the case first arose I sent you full particulars.

On the 9th inst. no less than 4,500 tons, tonnage of British merchant vessels, was entered at the Consulate. The vessels were four in number—*Wenmera*, *Glengyle*, *Northampton*, and *Earl Dalhousie*. Messrs. Farnham and Co. have obtained the contract for the

new pontoons, bridges, and pier heads intended to replace the present unsightly and dangerous jetties on the English and Hongque settlements. A line of long piles is to run from one landing stage to another along the entire length of both bunds, and the foreshore will then be rapidly filled in. The health and the appearance of our settlements will, when this plan is carried out, be found to have undergone a total change for the better.

On the 10th inst. a meeting of the supporters of an institution of which the name discloses the nature—the Shanghai Native Female School Society—was held, when it was reported that during the past year twelve girls have been under instruction at a cost of \$416, the income for the same period having been \$896. You will observe that this is one of the very few flourishing Shanghai societies.

A despatch from Lord Clarendon to Sir Rutherford Alcock with regard to Church support has been published. It is announced as the intention of the Government that for the future nothing will be done beyond "eking out local contributions." The reason assigned is, as we know, but as Lord Clarendon appears not to know, most curious. "In China the wealth of British mercantile establishments is doubtless far greater than what it is in most countries." In the present condition of affairs this statement is perfectly groundless, and, further, so long as the English chaplains have Consular duties assigned to them they are surely entitled to pay from the Government chest. Then, again, when the Scotch Presbyterians, English Independents, American Episcopalians, and Dissenters, to say nothing of the Catholics, are subtracted from the total sum of Church-subscribing people, very few are left to rally round the English Establishment. In Shanghai the Germans are about to build a church and import a pastor, so that here, at any rate (as the only place of which I can speak from personal knowledge), the British chaplain has a very valid claim on the Government to supplement materially the small income he derives from the English Episcopalians. If the English Church is to be represented at all here, it ought to be represented in a properly dignified manner, and really those who own allegiance to it are so few in number that they cannot, without sacrifices which they are not disposed to make, adequately remunerate the present popular chaplain. It must be remembered that almost all the necessities of life, and all the luxuries without exception, are here to be obtained only at enormously enhanced prices. But it is right and necessary that the authorised representative of the English State Church should be "given to hospitality," if only to maintain the dignity of his office. I need not tell you how many calls there are on that hospitality in a place like Shanghai, which is on the way to everywhere. Beyond this, however, a large proportion of his flock are young men, who, but for the social ties which bind them to the chaplain, would not be members of his congregation. To these, with very much restricted resources, the chaplain is bound by a duty which it is true is dictated only by his conscience, to extend the benefit of the social and domestic influences at his command. These men are, perhaps, "local contributors," though they cannot contribute largely or even adequately, but for all that they are the people amongst whom the chaplain's mission lies. Of course he could shut himself up and live like an anchorite, but this, as I have shown, would comport neither with the dignity of his official position, nor with the standard of usefulness which he has set before him.

A return of the Protestant missionaries labouring in China has recently been issued by the editor of the *Missionary Recorder*. From it we learn that 665 agents labour at 296 chapels and 306 out-stations. Of the missionaries, 129 are ordained Foreigners, 129 are ladies, 23 are laymen, 19 are ordained natives, and 365 are lay natives. There are 5,743 Church members, and 4,389 boys and girls under instruction.

The stonework for the lighthouse on Gutzlaff Island is nearly completed, and in the course of a few days the placing of the lantern will be commenced.

The P. and O. Company are running steamers by the Inland Sea to Nagasaki, Hiogo, and Yokohama, and it is to be hoped that it will be continued, although we understand that the directors have not decided on the question as yet.

The P. and O. steamer *Malacca*, with this mail, carries 2,465 bales silk.

HANKOW.

A letter from this place says:—The water is subsiding almost as quickly as it rose, and the "navigation" of the streets in the settlement is fast becoming impossible; so the boatmen who thrived on our being water-bound will soon give place to the chair and its bearers. What a sight the settlement is just now; walls down in all directions, some houses in a worse than shaky condition, and all vegetable life, with the exception of the larger trees, gone. The effect of an August sun will not prove either beneficial or savoury, I fear. And though we have had a stiff northerly breeze for the last forty-eight hours, which has brought the thermometer from 97 deg. to 74 deg., and rendered existence bearable, the change is only a temporary one.

All down through the valley of the Yangtze, where the embankment some few weeks ago was carried away, and where an immense quantity of rice is annually cultivated, is utterly destroyed, and famine in its worst form awaits the unfortunate country people, not only in that particular district, but hundreds of miles along the river. It is really astonishing to witness how

the poor sufferers adhere to their submerged dwellings and homesteads with starvation staring them in the face. Some magnetic influence appears to fasten them to the spot. Famine prices are realised for everything procurable.

HONG KONG.

The papers by this mail report several meetings of public companies, the Chamber of Commerce and Hong Kong and Shanghai Bank. A meeting of the Hong Kong Association has also been held, at which Mr. Rowett, of Messrs. Holliday, Wise and Co., proposed that the Association be dissolved, whilst Mr. Sharp advocated its continuation. It was finally arranged to appoint a new committee, but it is stated by the *China Mail* that this committee had declined to act, and that the Association may be considered as defunct. The meeting was attended by Messrs. Duncanson, Delbanco, Medlen, Rowett, Norton, Dulcken, Francis, Zimmern, Arnhold, Sharp (G.), Dennys, Whyte, Linstead, Overbeck, Lemann, Heard (G.), Moss, Dr. O'Brien, &c. After an unsuccessful attempt to obtain Mr. Duncanson as president, Mr. Overbeck took the chair.

The Chairman having read the notice calling the meeting, in which it was stated that the purpose of calling it was to consider the scope and object of the Association, Mr. J. S. Linstead (secretary) said that the meeting had been called in consequence of a resolution passed at the last meeting, and as it had been called by the members, it was for the members to take action, as the committee's powers had expired.

After a pause, Mr. G. Sharp rose and said that as nobody appeared desirous of saying anything, he would make a few remarks in reference to the point upon which they were dismissed at last meeting, and convened at the present—viz., the scope of the Association. It was beyond question that the Association was originally formed with the primary object of removing the then greatest grievance under which the colony suffered—the military contribution—which was very clearly put in the able circular issued in November, 1867. The Association was not the same as the Hong Kong Chamber of Commerce, though it might sometimes have occasion to take up similar subjects, and run parallel, as it were, with that body. It was not the same, because Hong Kong was especially the object of the Association, while the interests of the colony and their advancement were primarily the avowed purpose for which it was originated. Now, he was of opinion that, unless they did something different from this—which could be done only by departing from the constitution of the Association—they could not do better than follow up the plan laid down by the circular, and consider that as the expressed object and defined scope of the body, both past and future, and take steps to accomplish the object, or abandon the same. And firstly, as regarded the removal of the military contribution, two years ago in England there was great difficulty in getting any member of Parliament whatever to bring forward for discussion anything connected with China. This accounted in a great measure for the painful delay; and he really believed that they had more chance now than they ever had before, as then the mere mention of anything connected with China was met with dissatisfaction.

Mr. Rowett: I propose that the Association dissolve.

Mr. Sharp again rose and sought to explain the reasons for the apparent failure of the London Association. Who, he asked, would follow the cue of Mr. George Duddell, however worthy a man he may be? Now, would Sir J. Matheson ever sit down at the same table with Mr. Duddell? No. Mr. Duddell may in many ways be a very worthy man, but not the man for this duty.

Mr. Rowett remarked that Mr. Duddell was appointed by these very same men at home. Mr. Sharp replied that he was appointed by Mr. Lapraik; and he knew that this was the great cause why things had not gone on so well. Mr. Whyte said that they might limit the period of dissolution, and give another chance to those at home. Mr. Linstead said it was no use; he had much pleasure in seconding Mr. Rowett's motion.

Mr. Sharp observed that there was a capital association in the Straits. Mr. Delbanco replied that the reason why this was so was because Mr. Horsman had so great an interest in the Straits. Mr. Sharp cited Mr. Robert Jardine's name. Mr. Delbanco replied that Mr. Robert Jardine had not the interest in Hong Kong which Mr. Horsman had in the Straits.

Mr. Norton suggested that the letters may never have reached the gentlemen named in the list; but the Secretary replied that he knew they had been delivered. Some discussion of a conversational description here followed; after which the chairman essayed to put Mr. Rowett's amendment.

Mr. Sharp implored Mr. Rowett to withdraw his amendment. They would never get rid of the Military Contribution after a resolution like that; and he was sure they were doing a wrong to the men at home. Mr. Rowett said that they could tear up the amendment if they thought they could carry on the Association. Mr. Whyte: "Oh, give it six months longer."

The amendment was then withdrawn.

Mr. Sharp's motion was then put by the Chairman, and carried by eight to three.

Mr. Francis suggested that, before they appointed a committee, they had better say what powers the committee would have. It was because of this omission that all the difficulties arose. They ought to decide what powers the committee had and what powers

would be reserved for the general body of the Association. It was not advisable that the work of an association such as this should be done by a committee, because it was for the society, by discussion and frequent meetings (which would be reported) to educate the public mind, as it were, to act as a guide to the public mind, and by continued discussion and a good deal of talk to engage the public attention upon certain subjects. Monthly meetings might be held, or meetings every quarter or two months. As for funds, they would have to be got if the Association were to be carried on. No association could carry on the object of its formation without meeting most frequently and persistently discussing those objects. The defining of the powers of the committee had better be done before the committee were elected, as some might refuse to act otherwise.

Mr. Rowett said he would not for a moment dispute but that every word that Mr. Francis had said was perfectly correct in theory, but it was perfectly impossible in fact. None would gainsay the truth of Mr. Francis's remarks about the Association guiding the committee; if the Association had taken the trouble, they could easily have done so; but they would not.

The Chairman said that it would possibly be sufficient to elect a chairman, a vice-president, and a secretary; and it would be better if the committee were to draw up rules and regulations for the Association's guidance. Mr. Sharp moved that the late committee should be requested to continue in office. Mr. Medlen having seconded this motion, it was carried by a majority.

Mr. Francis next proposed that rules should be drawn up by the committee, and presented to a general meeting within one month. Some discussion ensued as to the time, and Mr. Whyte suggested three months. Mr. Francis said that time was everything, and this was the proper time to take action in the Military Contribution question, as the five years' impost was about up; say two months. Mr. Arnold having seconded this motion, it was unanimously carried.

THE HONG KONG AND SHANGHAI BANK.

The ordinary half-yearly meeting of the Hong Kong and Shanghai Banking Corporation was held on the 16th Aug., at the bank premises; present—Messrs. Geo. F. Heard (chairman), Helland, Rowett, Delbanco, Morgan, Hon. E. H. Pollard, Sassoon, Pyke, R. S. Walker, Menke, Behre, Coxon, André, Hazeland, Lemann, Vicars, Sharpe, Wilson, Foster, Bergen, Fairbairn, Medlin, Newton, Hon. J. B. Taylor, Budde, Duncanson, E. Sharpe, Drs. Dodd, Adams, and Huyvenaer, and several others.

The Chairman read the notice calling the meeting and the report to the 30th of June last which will be found in our advertising columns. Mr. André rose to ask why the directors had not carried a portion of the balance of \$116,791.51 to the reserve fund, as customary; the accounts were supposed to be closed half-yearly.

The Chairman replied that the subject had been fully discussed by the directors, and they, bearing in mind that the business of the last six months had been less profitable than heretofore, and that the prospects of the next six months were not much brighter, although it was to be hoped sufficient to pay the ordinary dividend, had so decided. It would look bad to withdraw any money from the reserve fund after it had been paid in. It of course rested with the meeting to confirm or reject the decision of the directors.

Mr. André said that it would seem curious to those reading the report in Europe. It would seem as if the bank was less flourishing than before.

The Chairman said that Mr. André could put a motion before the meeting.

Mr. Pyke here rose, and proposed that the report be adopted as it stood; this, being seconded by Mr. Foster, was almost unanimously carried.

Mr. Pyke then said he would propose that a list of shareholders be published and circulated amongst the shareholders, if not contrary to the rules of the corporation. Mr. Walker seconded the motion. The Chairman referred him to Mr. Pollard, as the legal adviser of the bank. Mr. Pollard said that such a publication was not provided for in the deed of incorporation.

Mr. Pyke: That was probably an oversight.

Mr. Pollard: Not at all. It was only in companies with or without limited liability that such a provision was made; they were, in fact, compelled to file such lists periodically. But the rule did not apply to companies or banks incorporated under charter; and as not provided for, he would object to the bank doing so. He might observe that the rules provide what documents should be open to inspection, and the list kept at the bank was one of them. Furthermore, the charter had not only been very carefully drawn up here, but had been submitted to the Lords of the Treasury, and any going beyond the document might result in trouble. He did not see or say there was any danger, but there might be.

Mr. Pyke wished the motion put. If against the wishes of the majority, he would of course have to be content. The Chairman then put the motion, and it was lost by a majority of one-third. The Chairman then stated that auditors were to be elected. Mr. Foster proposed, and Mr. Menke seconded, Messrs. Vicars and Macauley as auditors for the ensuing year. Carried unanimously.

CHAMBER OF COMMERCE.

At the meeting of the Chamber of Commerce on the 9th August Mr. Helland took the chair. The report as read was duly passed

and the following members of Committee elected for the ensuing year—the Chairman having mentioned that Messrs. Jardine, Matheson and Co. had stated their intention of rejoining the Chamber:—Hon. W. Keswick, Chairman; Hon. J. B. Taylor, Vice-Chairman; Hon. H. B. Gibb, and Messrs. Pyke, Rowett, Hitchcock, Zimmern, Heard, and Kresser.

The Hon. J. B. Taylor rose and said: I rise, Sir, to crave the attention of the Chamber to the late Mr. Consul Gibson, and after a very admirable speech proposed:—"That this Chamber desires to record its appreciation of the admirable conduct of the late Mr. Consul Gibson in bringing about a settlement in November last of the wrongs inflicted upon British subjects by the Chinese officials at Taiwan and its neighbourhood, and of at length placing our relations with that part of the Empire upon a satisfactory footing."

Mr. Pyke proposed—"That a memorial be sent to the Postmaster General, London, through the proper channel, calling attention to the entire absence of regular postal communication between this port and Fopchow, and praying that some steps may be taken to remedy the serious inconvenience that now exists."

Mr. Hitchcock said he had much pleasure in seconding this resolution. He thought that, in addition to the facilities we were entitled, as a mercantile body, to demand, it would be seen, when the colonial estimates were examined, that we have the right to prefer a distinct claim. In 1868 the revenue from the Post-office amounted to \$62,000, while the expenditure was \$27,000. This year the expenditure was estimated at \$35,000, the increase being intended to cover the increased cost entailed by the earlier delivery of some of the mails; but, even with this expenditure, a profit equal to nearly 50 per cent. was shown, and, indebted as the community were to Mr. Mitchell for the improvements he had made, and the facilities he had provided, still it must be said that he had not yet pushed his energies far enough. It was made compulsory to send letters through the post-office, but the privileges afforded did not in any manner accord with the amount paid for them by the mercantile community. The postage on a single letter, to any part of the coast, including Swatow, less than two hundred miles distant, was 8 cents, or 4d., while a single letter could be carried all over Great Britain for 1d., and all over the United States for 1½d. The absence of a regular mail service on the coast was simply an outrage on the merchants, and it was high time that they protested. (Applause.) The coast steamer with the Foochow mail almost invariably came in late, thus entailing extra nightwork, a delay of a fortnight in the transmission of documents, and the despatch of advices which were incomplete and unsatisfactory, simply because of the limited time allowed in which to prepare them. The regulations for the transmission of mails by the French steamers also required notice. At present no mail matter could be posted on board, as in the case of the P. and O. steamer, and what was the result? Only one hour and a-half was allowed, after the arrival of the Japan steamer, for the preparation of correspondence for the last French mail, although the steamer remained several hours later in this port. The post closed at one o'clock, and the steamer did not leave until five o'clock, and solely because letters could not be posted on board up to the departure of the steamer, four valuable hours had been lost! It was impossible to get a letter on board after the closing of the mail, without a resort to smuggling, and this was an alternative to which the merchants were not at all anxious to resort. He hoped the new committee would take the matter energetically in hand, and insist upon the postal reforms and accommodations to which the community were certainly entitled, in view of the unusually heavy rates of postage exacted by the authorities. (Applause.)

The motion was unanimously carried.

THE ADDRESSES TO MR. BROWNE.

Mr. Hitchcock said that, as the mercantile community of this Colony were as much identified with the trade of all China as they were with that of Hong Kong, it was not only right, but a duty devolving upon them, that the members of this Chamber should, upon fitting occasions, take cognizance of, and comment upon the policies of the different Home Governments with respect to China. The retirement of the American Minister, the Honorable J. Ross Browne, from Peking, provided an opportunity which should not be neglected, and he therefore begged to offer the following resolution:—

"That this Chamber desires to express its entire concurrence in the sentiments embodied in the addresses of the English and American residents of Shanghai to the Hon. J. Ross Browne, late American Minister to China on the occasion of his recall, both as regards their approval of his action at Peking, and their regret at his recall; and also its endorsement of Mr. Browne's clear and forcible exposition of the present state of affairs in China, and of his views with respect to the Burlingame Mission, and the policy which should be pursued by the Home Governments in their relations with China, as set forth in his reply to the said addresses."—If this community had only known in time of the intended departure of Mr. Browne, he had no doubt there would have been a similar address sent from Hong Kong, but as this was now out of the question, we should be guilty of negligence if some expression of this kind were not placed on record.

Proposed by Mr. Heard, and seconded by the Hon. J. B. Taylor "That a copy of the foregoing resolution be sent to Mr. J. Ross Browne, to the British and American Ministers at Peking,

and to the Shanghai Chamber of Commerce." The motion was seconded by Mr. Rowett, and carried.

Mr. Hitchcock observed that the Government at Washington were in a state of total ignorance on this subject, having been completely hoodwinked by Mr. Burlingame, and it was only by such documents as these, and others, that the Hon. Mr. Browne would take home with him, that it could be dispelled. (Applause.) Mr. Heard's resolution was unanimously carried, and with a vote of thanks to the chairman the meeting then separated.

At a meeting of the Hong Kong and Whampoa Dock Company, on the 18th August, a rather stormy discussion took place. A motion to elect fresh auditors was lost, and the report (giving a dividend of six per cent. for the year) was, after some opposition, adopted. A resolution was passed to take steps for amalgamating with the Union Dock Company, if practicable.

The West Point slip was opened on the 9th inst. by hauling up the steamer *Cataluna*, but unfortunately an accident occurred and the vessel canted over, injuring her bottom. The fault, however, lay in the adjustment of the vessel on the cradle, and not in the slip itself. Strong hopes are entertained that she will be speedily got afloat.

A testimonial has been presented to Captain Clark, of the *Suwonada*, by the underwriters, for his skill in bringing the vessel into harbour on the 26th June last, after striking on an unknown rock with serious damage.

Information is to hand from Canton concerning the final results of the late expedition of H.B.M. gunboat *Bouncer* and the Chinese gunboats *An-lan* and *Sui-tsing*. It appears that the captures made on that occasion have been confiscated, and the crews have suffered the extreme penalty of the law—beheading. For the energy displayed by Captains Godsil and Stewart in bringing their cruise to so successful a termination, they have been decorated with a handsome gold medal, whilst their officers have received each a silver medal. It is understood that the commander and officers of the *Bouncer* were tendered a money consideration for the services rendered, but owing to the late instructions from the Admiralty were compelled to decline the proffered compensation.

The adjourned proceedings in the case of Lyall, Still, and Co. have been resumed in the Bankruptcy Court. The points of argument were almost precisely the same, as to the principle involved, as those recently decided by Chief Justice Smale, on the application of Mr. C. P. Henderson, Manchester. The proceeds of the goods claimed in this instance are under the same invoice-heading which governed all those cases already decided, *in re* Lyall, Still, and Co.'s bankruptcy. In this case it appears that the goods were handed to the Oriental Bank as security for advances made to the bankrupts; that the bank sold the goods and obtained the money therefor; and that a sum of \$3,600, in addition, for a bill drawn by Mr. Still in London and dishonoured by Lyall, Still, and Co., was also taken out of the proceeds of the same;—the balance (\$4,975.62) having been handed over to the Official Assignee on account of the bankrupt estate. Mr. Whyte (in reference to the \$4,975.62) quoted a number of authorities, showing that, however mixed up money might be, a trust must be paid; and though the exact money paid for the goods could not be traced, the Court would not ask for impossibilities. Mr. Hayllar admitted the finality, subject to appeal, of the Chief Justice's decision in the *Pakistan* case touching the goods; but he contended that, regarding the balance paid to the official assignee, Lyall, Still, and Co. having once realised should have at once sent home the proceeds "in first-class bills," as per invoice heading; and the money in the hands of the Banking Corporation was not that in which the trust could be placed. His lordship reserved judgment.

The case of *Druscovitch v. Walker* has been heard in the Supreme Court. This was an action for the recovery of balance of freight on a cargo of coals per *Cleopatra*, from Cardiff, and for damages caused by a refusal to give a certificate of right delivery. The facts are these. The cargo of coals (1,219 tons) in question was shipped by Gillespie, Scott and Co. according to a contract made with the Admiralty in London. Defendant is agent for the London firm, is the consignee of the ship, and has the full command of her movements as to delivery of cargo, &c. As the coal is delivered, however, by the defendant to the Naval Storekeeper here in the Naval Store go-downs, that officer (though consignee under the bill of lading) looks to the defendant for the delivery of a certain quality of coal comparatively free of dust, in accordance with the terms of the contract with Messrs. Gillespie and Co. Of the 1,219 tons shipped, it was shown on discharge and after screening that about 100 tons were composed of coal dust; and this portion was accordingly pronounced at the Naval Yard as unfit for the service. Defendant, on this refusal, refused to give the plaintiff a certificate of delivery without qualification, and insisted upon inserting the fact therein that the coal was unusually dusty. The effect of this was, that the captain would suffer damage to the extent of £152 10s. 10d., balance of freight payable in London after presentation of the certificate of right delivery obtained here; together with £10 10s. prime or gratuity payable to the said plaintiff. The bulk of the freight had been paid in England; a fourth (\$1,841.03) was admitted by defendant to be payable here, and was paid into Court; and the question narrowed itself into the damage sustained by the plaintiff owing to defendant's refusal to give the certificate of delivery, viz., £163 0s. 10d.

The jury returned a verdict for the plaintiff for the total sum of \$2,669.70, made up as follows:—\$1,841.03, being fourth part of freight due in Hong Kong; £152 10s. 10d., being the balance of freight payable in London by a three months' bill at 4s. 5½d., or \$681.12; and £10 10s. prime, equal to \$47.55.

The *Overland Trade Report* says:—How it is possible the Home Government can be so infatuated as not to see the vast injury it is allowing the country to suffer, by being cajoled out of furthering its just interests in China, is perfectly astounding, in the face of the increasing distress and depression of trade in Lancashire. With a thousand men emigrating a day, and continued commercial inactivity in the manufacturing districts, the Government do not stir a finger to further the consumption of their manufactured goods in China, but permit these goods, which cannot but be of benefit to the Chinese, and upon whose manufacture the prosperity of England must mainly depend, to be excluded by illegal exactions on the part of rapacious local officials. That there has lately been a marked increase in the consumption of manufactured goods in this country is an indication of the vast benefits that would result from the removal of existing restrictions, and the injury of the present Government is doing to the working man by its stolid and selfish indifference as to its trade with China. There is not the slightest doubt, if the rights conceded by treaty were obtained, an import trade, compared with which that at present conducted in China would be a mere trifle, could be carried on, without exhausting the legitimate demand for British manufactures, if that demand were not hampered in all directions by artificial restrictions and illegal exactions. A mercantile gentleman of large experience in this country expressed his opinion recently that, were these illegal restrictions removed, the import trade could be increased to fully ten times what it is at present within the space of three years. To judge from what has taken place where such restrictions have been known to be removed, as, for example, at Chinkiang, it would certainly appear that this estimate is not in the slightest degree beyond the mark.

The circulation of the banks is reported as follows:—

Banks.	Average amount.	Specie in reserve.
Oriental Bank ...	\$782,043	\$260,681
Chartered Mercantile ...	656,185	250,000
Chartered ...	375,250	130,000
Hong Kong ...	1,095,511	800,000
Total ...	\$2,908,989	\$1,440,681

PHILIPPINES.

—o— MANILA.

From Manila the dates reach to the 12th August, but there is nothing to record beyond the mercantile quotations given in our Commercial. The American steamer *Venus* had taken the place of the *Fung Shuey*, lost at Amoy, as a regular trader between Hong Kong and Manila.

BORNEO.

—o— LABUAN.

Some time ago the Governor of Labuan was invited to open the new Mosque in the town of Victoria—a handsome brick building, very creditable to the zeal and public spirit of the Mahomedan traders—and on that occasion his Excellency was presented with an address.

The Governor, Mrs. Pope Hennessy, and the other Europeans were entertained at a *dejeuner* of fruit, pastry, and sherbet, by Syed Malang and the chief Mahomedans in the garden outside the Mosque.

The news of the progress of the coal mines is satisfactory, and coal can now be obtained promptly by any calling vessel.

JAVA.

—o— BATAVIA.

The railroad from Samarang to Solo was expected to be completed by the 10th August.

There seems to be no immediate prospect of the completion of the projected telegraphic line, which is, or rather was, to connect the Java lines, *via* Siac, Malacca, and Singapore, with the Indo-European lines. The posts for the wires have been set up as far as Padang, but the wires are left coiled up here and there, in place of being put on the posts; and, finally, the Governor-General has been informed by the Dutch Minister for the Colonies that no more money could be placed on the Budget for 1869 for the Sumatra telegraph.

The Court of Justice at Batavia has given an important decision on the question as to whether a policy of insurance granted on an English vessel, in an English colony, is to be construed and judged according to the English law. It was decided in the affirmative.

STRAITS SETTLEMENTS.

SINGAPORE.

Dates from this port are to the 27th August; the London mail of the 16th July arrived out on the 18th August. The advices contain no items of special importance, no progress having been made with the measures under consideration by the Legislative Council. Independently of the Legislature, however, two subjects were in course of discussion—namely, the reimbursement claimed for Indian convicts, and the permission given by General Cavanagh to the Maharajah of Johore to lease his Opium Farm independently of that of Singapore. According to the *Straits Times*, the first of these questions is in a fair way of satisfactory settlement, but the same paper anticipates considerable difficulty in adjusting the dispute between the Maharajah and the Straits Government with regard to the Opium Farm.

Mr. J. D. Vaughan, the police magistrate, having returned from Europe, had resumed his duties at the Police-court. Mr. F. H. Gottlieb was doing duty as Junior Magistrate. The vacancy of head clerk in the Police-court had been given to Mr. W. D. Moore, formerly clerk to the Commissioner of Police, and Mr. Moore's post to Mr. Holloway, formerly second clerk in the Court of Requests. According to the usual practice in Government appointments the salary of the head clerk has been reduced, a system of screwing intended to show the economy of the administration.

A court of enquiry on the loss of the *Empress*, from Singapore to London, has been held, and the certificate of the master, McPherson, has been suspended for twelve months.

C. B. Waller, Esq., Commissioner of Police, Singapore, reported his arrival from Penang, and assumed charge of his office, on the 16th August.

H.M.'s steam gunboat *Midge*, Commander Rising, from England (via Trincomalee), en route to China, has arrived.

PENANG.

The following has been published for general information:—

Notice is hereby given to all whom it may concern, that by certain treaties entered into on the 21st day of March, 1868, and 6th May, 1869, between Her Majesty the Queen of Great Britain, and his Majesty the King of Siam, the Yang de Per-Tuan of Quedah agreed to cede to Her Britannic Majesty a certain portion of his territory on the mainland of the peninsula, to the east of Province Wellesley, and the said territory having been so ceded by the said Yang de Per-Tuan, the same is thenceforth British territory, and is incorporated with, and has become a portion of Her Majesty's possessions in Province Wellesley on the mainland of the Malay Peninsula; the boundaries of the said province being thenceforth as follows:—

On the West the Sea, on the North the right bank of the River Mudah, on the South the right bank of the River Kurreean, and on the East a line running South from a spot on the right bank of the River Mudah opposite the existing Frontier-pillar at Summatool in a straight line to a point on the extreme Eastern end of the Maratajam range of Hills. Thence along the top ridge of the Punchore Hill to the existing Frontier-pillar on the right bank of the River Kurreean, about 400 English yards above and East of Bukit Tunggal.

On this interpretation the *Penang Gazette* has the following:—The long expected notification of the extension of North Province Wellesley eastward has at length been published. It leaves it somewhat uncertain from what date the annexation of the new territory took effect, as the two treaties referred to between Siam and Great Britain are not published. One is dated the 21st of March, 1868, and the other the 6th of May, 1869, and the notification states that the ceded territory is "thenceforth" British Territory. Does this mean from the former or the latter date, or is the date actually intended the 13th August instant, the addition of an initial to "henceforth" having altered and confused the meaning of the sentence? The last suggestion would appear to be well founded, for the Notification goes on to say that the new territory "is incorporated" with Province Wellesley, the boundaries of the Province being thenceforth (i.e. henceforth) as follows, &c. The Lieutenant Governor's second Notification of the same date appears also to be intended to fix the 13th instant as the date on which the new territory became British.

A meeting has been held with a view to make suitable arrangements to entertain the Duke of Edinburgh.

Mr. Bradford had arrived and supplemented the Hon. C. B. Plunkett as Registrar to the Supreme Court, which is an act of injustice to the latter gentleman.

CEYLON.

The London mail of August 13 arrived out on the 6th Sept.; dates from Galle are down to that date, and from Colombo the 5th. We extract the following items from our *Telegraphic Extra*, published at Galle for the Straits, China, and Japan:—

The *Shafesbury* called here for coals on her way from Hong Kong to Bombay. She arrived on the 28th August, and left same day.

Reuter has not been very communicative since last mail, and the wires have not been working well, so that we are almost bare of telegraphic information.

The stoppage of the Albert Assurance Company is causing a deal of excitement here, and several indignant letters have appeared in the papers on the subject.

There is considerable discussion on the change of the currency from £.s.d. to R.a.p.; but, considering that the rupee is the real currency, the measure appears to be a sensible one. There is also great difference of opinion as to the mode of raising the funds for the Galle harbour improvements; but the plan adopted is the only one which could be found practicable. The Imperial Government have always refused to undertake them.

In addition to the items given in our issue of the 27th, from the *Colombo Observer*, we find the following:—

A general meeting of the Chamber of Commerce of Colombo was held to consider the Currency question and the new Customs' ordinance. The following gentlemen were present:—Messrs. J. T. White (chairman), Geo. Wall, R. V. Dunlop, H. T. Armitage, F. Smith, C. Tatham, J. D. Robinson, T. Mackenzie, R. E. Lewis, D. Macdonald, Alfred Wise, B. Crowe, C. E. Leechman, W. Leechman, G. Hedges, C. Bischoff, S. T. Richmond, J. S. Findlay, J. B. Curtayne, and R. Dawson.

It was also resolved that a deputation of the Chamber should wait upon his Excellency and earnestly request that the change may not be put in force until a reply is received from the Home Government. The following gentlemen were named as the deputation: Messrs. White, L. J. Mercer, R. V. Dunlop, G. Wall and F. Smith; Mr. Dunlop, we believe, requested the Secretary to withdraw his name. The following memorial to the Secretary of State for the colonies was adopted:—"To the Right Honorable Earl Granville, K. G., H. M. Principal Secretary of State for the Colonies. The memorial of the undersigned merchants and others, engaged in the trade of Ceylon humbly sheweth,—That your memorialists observe that an Order in Council has been published in the Ceylon Government *Gazette* with the intention of constituting the Rupee the only legal tender in Ceylon, but altogether ignoring its relation to the currency of the island. That for more than thirty years the rupee has been paid and received without question as the equivalent of two shillings Ceylon currency. That your memorialists consider an alteration in the denomination of the currency fraught with much inconvenience if not with risk. Your memorialists therefore humbly pray that any order in Council affecting the rupee may ordain it to be a legal tender at the rate of two shillings Ceylon currency. And your memorialists, as in duty bound, will ever pray." It was resolved that the banks be requested by the Chamber to make no change in their mode of keeping accounts, and to request the support of their head offices to the request and to forward to them copies of the report and memorial. It was resolved that the co-operation of the Planters' Association and the general public be invited in order to procure the reconsideration of the proposed change in the currency.

There is a rumour that the Major-General has recommended the further reduction of the Ceylon Rifle Regiment by two companies, and that the companies at present stationed in Labuan will shortly return to Ceylon. A detachment of the 2nd Brigade Royal Artillery has arrived by the *Lincelles* from Mauritius.

We are moving slowly onwards with coffee exports, and we are now less than 18,000 cwts. from the "million." The shipments during the fortnight are 9,352 cwts. plantation and 3,780 cwts. native, a small quantity of the latter having gone to Philadelphia, and the remainder, as well as the whole of the plantation, to London, by the *Shooting Star* and the *War Cloud*. The figures now are 582,747 cwts., viz., 762,185 cwts. plantation, and 220,562 native, the former being 76,000 cwts. in excess of last year's figures to the same date, and the latter exactly 20,000 less.

	Plantation. cwts.	Native. cwts.	Total. cwts.
Two ships for London with ...	9,352	3,155	12,507
One ship for Philadelphia with ...	—	625	625
Total three ships with ...	9,352	3,780	13,132
Total to 2nd Sept., 1869 ...	762,185	220,562	982,747
Total to 2nd Sept., 1868 ...	686,714	240,562	927,276
	75,471	20,000	55,471

The new crop, except the early pickings already spoken of, most of which have gone to Colombo, will not begin to come in till about the middle of the month, when small parcels will make their appearance. October and November, however, will still be the busy picking months; December, January, and February, the principal months of despatch. Estates generally are looking well.

The circular of Messrs. J. Gibson, Thomson, and Co., Galle, 6th Sept., says:—"Our markets have been somewhat more animated during the fortnight as regards nearly all our articles of produce. The London berth however being still unoccupied, buyers seem disposed to hold off until they have an opportunity of getting their cargo away. The *Albert Victor*, 1,184 tons, is coming down from Colombo to load, and a considerable quantity has been booked for her already. There will still be room, however, for another vessel to take in a good portion of her cargo."

Commercial Report.

CEYLON, STRAITS, JAVA, CHINA, AND JAPAN IMPORTS.

YOKOHAMA.—We have still to report a most unsatisfactory state of things in this market. A few small sales of Grey Goods and Yarns had been made, but the bulk of what little business had been done had been in sales of damaged goods, from the numerous arrivals which had so overstocked the market. Quotations were almost unchanged:—Cotton Yarn, 16 to 24, \$46 to 46.75 per picul; 28 to 32, \$47 to 47.50; 38 to 42, \$49 to 49.50; Grey Shirtings, 7 lbs., \$2.35 to 2.40; 8 lbs., \$2.75 to 2.80. The Janet Ferguson, from London, had arrived.

SHANGHAI.—Grey Shirtings: Sales of 170,000 to 190,000 pieces were reported at gradually weakening prices, and some of the goods which had thus gone into second hands were very weakly held, and will probably be resold at a decline. We quote 7 lbs. Tls. 1.94 to 1.97 per piece (few sellers), 8.4 lbs. Tls. 2.14 to 2.18 per piece, and 9 lbs. to 9.12 lbs. Tls. 2.5 to 2.9.5 per piece; at the latter figures there were but few buyers. The stock of all weights was variously estimated at 1,150,000 to 1,200,000 pieces, and was liable to increase at any date by ships overdue. T-Cloths: About 45,000 to 48,000 pieces had changed hands at nearly last rates, but the market closed very quietly, and for the finer classes a decline must be quoted. 8 lbs. 36 inch somewhat firmer, and sales of Dewhurst's M.T. reported at Tls. 2.10 per piece. Quotations, 6 lbs. Tls. 1.40 to 1.70 per piece, 7 lbs. Tls. 1.68 to 1.90 per piece, and 8 lbs. 36 inch Tls. 1.95 to 2.40 per piece, the latter price being for a special chop. Stock roughly estimated at 160,000 to 180,000 pieces. White Shirtings: The demand had been languid, and only about 4,000 pieces sold—56 reed, Tls. 2.1 to 2.1.2; 60 reed, Tls. 2.2 to 2.2.5; 64 reed, Tls. 2.3.5 to 2.4; and 66 reed, Tls. 2.5 to 2.5.2. Drills: A good inquiry existed for English and Dutch goods at prices under those last current. American goods sold at Tls. 4, best at 4.0.5 per piece. Sheetings: American cloth dull of sale; English goods of full weights in moderate inquiry, at Tls. 3.2.5 to 3.8.0 per piece. Jeans declining in value; English goods nominally worth Tls. 3.0.0 to 3.0.5 per piece. A small sale of American goods at Tls. 3.2.5. per piece. Camlets: A few sales at rates slightly under those last current. Scarlet showed a small decline; Grenian and Green higher in price. Black very difficult to place. Long Ells: An inquiry for Scarlet had set in, but had not been met by foreign holders, as higher prices were looked for. The business in other Woollens had been limited. Metals:—Iron: Some 20,000 bundles of small sized Rods had found buyers at Tls. 2.05, one invoice at Tls. 2.20 per picul. Stock heavy; Bars: a few sales, at Tls. 2.20 to 3.30. Lead: Dull, no transactions worthy of note. Coal: Market active, but continued arrivals prevented improvement in prices. Cardiff sales at Tls. 8.00 per ton from ship's side. English, Tls. 6.40 for cargoes. American without sales; offers lower.

FOOCHOW.—The following sales had been reported during the interval:—Grey Shirtings, 8½ lbs., 2,800 pieces, at \$3.0 per piece; T-Cloths, 7 lbs., 1,700 pieces, at \$2.55 per piece; Grey Shirtings, 7 lbs., 1,200 pieces, at \$2.75 per piece; T-Cloths, 6 lbs., 1,000 pieces, at \$2.25 per piece; Turkey Red Cloths, 400 pieces, at \$3.20 per piece; Camlets, 100 pieces, at \$18.25 per piece. Lead, 1,810 piculs, at \$8.0, in barter.

HONG KONG.—The following is from Messrs. Olyphant and Co.'s Circular, dated August 18:—Cotton Yarn: Advices from Canton being unfavourable, only limited sales have been effected, but home advices have strengthened holders, who are firm in demanding a slight advance on last quotations, notwithstanding the fact that considerable additions have been made to stocks during the fortnight. Piece Goods: Some slight improvement is observable in the general tone of the market for Manchester goods, owing mainly to late telegrams, which have rendered holders less anxious to press their goods to sale, and induced buyers to replenish their stocks at the low prices current. 7 lb. Grey Shirtings, especially the commoner chops, have found a fair degree of favour, and have advanced about 8 cents per piece, and all other weights of this description command slightly higher figures, though goods from 9 lbs. upwards are saleable only at auction. Common White Shirtings are much wanted, and the market has been nearly cleared at a marked advance, and the better qualities, which are in limited supply, have shared in the improvement. Common 6 lb. T-Cloths, too, are in some request, and a trifle dearer, while best chops of the same weight are easier. Other weights of this description are unchanged in value, but have been more readily saleable. Assorted Spotted Shirtings and Brocades are in large supply, and lower prices have to be accepted in order to effect sales. American Cottons are quite nominal. English and Dutch Drills are lower; 260 pieces of 30 yard English have been placed at private, and 2,200 ditto 40 yard Dutch at auction. Woollens: No change of moment has taken place, and there are no indications of any early return of activity. Metals: Nail Rod and best Bar Iron are lower. Hoop: quiet, but steady. Wire and Steel dull. Lead is materially lower, considerable supplies having arrived, and no demand existing. A good business has been done in Tin, but prices have declined under the influence of somewhat large arrivals. Tin Plates are unchanged. Quicksilver again lower. Coal: No sales have transpired. Ginseng: Demand has been very light, and sales amount to but ten casks and eleven barrels Crude at \$112 per picul, and a few parcels of selected root, at prices that have not transpired. The offers made have been generally below the views of holders. The following were the current quotations:—Cotton Yarn, Nos. 16 to 24, \$130.0 to 135.0 per bale; 28 to 32, \$140.0 to 145.0 per bale; Grey Shirtings, 7 lbs., \$2.50 to 2.60 per piece; 8.4 lbs., \$2.75 to 2.82½; White Shirtings, \$2.50 to 4.80 per piece; T-Cloths, 6 lbs., \$1.85 to 2.10 per piece; 7 lbs., \$2.15 to 2.42½; 8 to 8.4 oz., \$2.65 to 2.85; American Drills, 40 yards 15 lbs., \$5.20 to 5.50 per piece; Dutch Drills, 40 yards 14 lbs., \$4.60 to 4.70 per piece; Iron—Nail Rod, \$2.75 to 2.80 per picul; Round, Square, and Flat Bar, \$2.80 to 2.90 per picul; Hoop, \$2.90 to 2.95 per picul; Wire, \$6.50 to 6.95 per picul; Lead, \$6.75 to 7.0 per picul.

DATAVIA.—Madapollams: Dutch White and Unbleached, demand limited, with very few transactions; English White, neglected; Unbleached, saleable in small lots. Shirtings: Dutch White, no inquiry; Unbleached, good quality inquired for; English White, some sorts saleable

at low rates; Unbleached, suitable weights in some inquiry; Cambrics: Saleable at low rates; Drills: Dutch, in some inquiry; English, in somewhat better request; Blue, no stocks. Jacanets: Plain, unsaleable; Printed, suitable patterns saleable; T. R. Cloth: Limited demand. Dyed Cloth: Orange dye saleable; Prints: Demand supplied and less active, prices weak; Mule Twist: In some request; Turkey Red, improved demand, especially No. 28; Green and Orange, slow of sale; Sewing Thread: In some inquiry; Batticks: Only saleable at very low rates; Blankets: Woollen, demand less; Molton, in some inquiry; Iron: Swedish, large supplies; English, difficult of sale, with ample stocks; Steel: Saleable; Sheet Copper: Stocks, demand for consumption limited; Zinc: Unsaleable; Spelter: Not in much request; Lead: Sheet, unsaleable; Pig, improved demand. Iron Nails: Supplies, good assortments still in demand; Copper Nails: Stocks; Tin Plates: Saleable, small stocks. Coals: Market supplied.

SINGAPORE.—The inquiry for Cotton Goods had improved, but holders asked advanced rates, and the business had consequently been limited. 39-inch Grey Shirtings: 6 lbs. nominally worth \$2.15 to 2.20. 7 lbs. placed to a small extent at \$2.52½ to 2.55. A few thousand pieces 8½ lbs. had been disposed of at \$2.87½ to 2.95. 45-inch unaltered. 36-inch White Shirtings also unchanged. 36-inch White Spots: Sales at \$2.85 to 2.87½. 45-inch White Cambrics without alteration. 24's in fair inquiry at rather firmer rates, 15's and 16's dull. 30-inch White Madapollams in fair inquiry at \$23 per corg. 33-inch Imitation Irish Linens: Sales at \$2.12½ to 2.20. 32-inch Grey T-Cloths: 4 lbs. and 4½ lbs. sold at \$1.45 and 1.55 respectively. 5 lbs. in limited demand at \$1.65. 6 lbs. small sales reported at \$1.85/90. 7 lbs. firm at \$2.15/20. 32-inch Grey Madapollams: 3 lbs. placed at \$21½ to 22½ to a limited extent. 30-inch Grey Drills: Dutch ¾ lbs. sold at \$65 to 67 per corg. English 8 lbs. and 9½ lbs. placed to a small extent at \$55 and \$60 per corg respectively, other descriptions unchanged. 32-inch Turkey Red Cambrics: 2 lbs to 2 lbs. 4 oz. inquired for and worth \$2.20 to 2.25 for the latter weight. Sales of 2½ lbs. reported at \$2.55/60 and 3 lbs. at \$2.65. Grey Yarn: 16/24 wanted, and worth about \$130; 40s. placed to some extent at \$145/47½. Coloured Yarn: Sales of Imperial Red at \$73, Orange at \$80, and Green at \$87½. Turkey Red Yarn: 40s., 10 lbs. worth \$150, and 12 lbs. \$155/65. Woollens without alteration; no transactions. Metals: No demand for Copper Sheathing. Sales of Yellow Metal at \$22 to 22½. Zinc Sheathing in request at \$9 to 9½. Small sales of Iron at \$2.35 per picul for Square, \$2.40 for Flat Bar, \$2.50 for Nail Rod, and \$3.35 for Swedish. Pig Iron placed at \$21 per ton. A sale of Pig Lead at \$6.30. Tin Plates dull at \$5.75. Brass-wire in inquiry, but only at unremunerative rates. Cardiff Coals placed at \$7.62½ to 7.87½ ex ship; no transactions in other descriptions.

PENANG.—An improved demand had been checked as at Singapore by the high rates demanded by holders, to which buyers were disinclined to respond. Grey Shirtings in pretty fair inquiry, and sales of 6 lbs. reported at from \$45½ to \$46 per corg. 7 lbs. not in heavy stock, and sales only of inferior at \$50½ per corg, and of ordinary at \$52½. High prices asked by holders of 8½ lbs. goods checked sales, but to supply immediate wants \$60 to \$63 per corg had been paid. In Grey Long Cloths and Madapollams no business. Grey T-Cloths out of demand; a few sales of 6 lbs. at \$39 and \$39½ per corg. White Shirtings in increased stock, demand mostly for medium qualities. Sales reported of fine at \$100 to \$108, medium at \$65 to \$94 per corg. The stock of yarn was light, and higher prices had been asked for and obtained. The sales of Grey Mule, No. 40, at \$147; Turkey Red, 18 to 24, at \$122; Imperial Red, at \$78; Green, at \$88 per bale.

COLOMBO.—Messrs. Geo. Wall and Co.'s Circular is as follows:—The tendency of home advices during the latter half of the fortnight has been to weaken the fair inquiry which existed at its commencement, and to increase and prolong the restriction usual at this season. The market for every description of Cotton goods closes quite inanimate. For Grey Mule Twist, indeed, there is a good demand; but, in the absence of stocks, there are no transactions. Even the arrival of two vessels with general cargo has not had the usual effect of stimulating inquiry. But the statistical position of most articles is good, and importers are not disposed to reduce their limits materially. A return of animation is confidently looked for when the progress towards the coast of the new coffee crop shall have occasioned renewed activity along all the principal lines of communication with the interior, and put in motion the curing establishments of Colombo.

CEYLON, STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

The weight of opinion on the supply for the present season is that Tea will be fully equal to last year, but that Silk will be less. Although the teamen at Shanghai and Hankow may have lost on the first crop, they will make it up on the second.

TEA.

YOKOHAMA.—An active demand had sprung up, and quite a large business had been done for the New York market, nearly 5,000 piculs having been settled. In spite of some unfavourable weather, arrivals had more than kept pace with the demand, and stocks were about 3,500 piculs. Good medium and fine had been the grades chiefly dealt in, and the quality continued fair. Prices unchanged. The China (P.M.S.S. Co.'s steamer) had left with 140,689 lbs., and the Doon had sailed for New York with 272,263 lbs. Export to date 412,932 lbs., against 397,270 lbs. same time last year. On the berth were the Carobel, Cedric, Janet Ferguson, and Aurora Australis for New York, and the Evangeline for San Francisco; no vessel for London. Prices: finest, \$36 to 37; fine, \$31 to 33; good medium, \$27 to 30; medium, \$25 to 26; good common, \$22 to 23.

SHANGHAI.—Black: There had been but a moderate business transacted, and prices, on the whole, had been slightly weaker. Common Black leafs still maintained a high rate, though it was tolerably clear that there would be an abundant third crop, consisting chiefly of these kinds. The export, as compared with that of last year at same date, shows a decrease of 250,000 lbs. Black, and 1,000,000 lbs. Green. The stock was 29,000 chests, against 36,500 chests. Settlements on the market, 14,645 chests; reshipments, 4,569 chests; stock, 29,300 chests. The following had been

the prices paid:—Oonams and Oonfas, Tls. 19 to 26½ per picul; Oopacks, &c., Tls. 20 to 25 per picul; Ningchows, Tls. 20 to 25½ per picul. Green: The market for new Teenkai, &c., was opened by the purchase of one chop at Tls. 44½, since when the settlement of two chops Fychow was reported, at Tls. 35 and Tls. 36. A moderate business had been done in Pingueys, at Tls. 35 to 43½; Fychows and Teenkai, at Tls. 35 to 44½; Shanghai Packed, at Tls. 30 to 35½. Settlements—3,093 half-chests Pinguey; 2,618 half-chests Foochow and Teenkai; 3,017 half-chests Shanghai-packed. Stock—2,850 half-chests Pinguey; 23,100 half-chests Fychow and Teenkai; 4,500 half-chests Shanghai-packed.

HANKOW.—The following is from Messrs. Drysdale, Ringer, and Co.'s report, dated August 7:—The settlements since date of our last do not exceed by much those made during the previous fortnight; arrivals have, however, come to hand more freely, but our market has, nevertheless, been kept with a bare stock, as the bulk of the supplies have on arrival been sent on almost immediately to Shanghai for sale; the quantity which has gone forward for resale there is almost double the quantity which has been settled on this market. Settlements for fortnight are 8,900 chests, 2,939 half-chests, and 1,000 boxes, at from 14½ to 20 taels per picul. Shipments to Shanghai for sale 17,000 packages, a fair proportion of which has been purchased from the teamen by native speculators. Prices are decidedly higher than when we last gave quotations, many of the late settlements having been made at fully 2d. per lb. over latest home rates, and, quality considered, from six to eight taels per picul advance from the lowest point of the market. The high prices current both here and in Shanghai continue to encourage up-country operations, and from the latest information to hand we hear of the opening of additional Hongs for the purpose of making up third crop leaf. The price of leaf in Shuntam and the neighbouring districts has, we hear, advanced the equivalent of taels three per picul, and we are now told by teamen that the deficit in supplies will not be so great as they at first expected; they still, however, are confident the export hence will be less than last season, but we fear that the falling off will be too small to have any material effect on the home market. We quote fair to good second crop Oopacks, 17 to 20; Oonams, nominally, 16 to 18, but few on offer; and Shuntam packed Teas 15 to 16½ taels per picul. Oonfas, none on offer.

FOOCHOW.—Congou: The second crop Teas had not come to hand so freely as was expected, and thus there had been but small stocks on offer throughout the fortnight. One or two firms had shown much eagerness to purchase, and prices had gradually advanced, being at the close 1 to 2 Taels higher, the advance being more marked in the common grades. As regards the quality of the second crop Teas, the report was unfavourable, though but few parcels had been received from the higher districts. Sou-chongs: A fair amount of business had been transacted on rather easier terms. Oolongs: A few parcels had found buyers at lower rates, and it was reported that one American firm had purchased about 2,000 half-chests, but the prices paid had not transpired. Scented Teas continued in moderate inquiry at previous currencies. Flowery Pekoes found ready sale at full rates. Settlements for the fortnight had been—Congou, 48,274 chests, at Tls. 9.1 to 26.3 per picul, ship off; Sou-chong, 6,002 chests, at Tls. 18.8 to 31.8; Oolong, 1,815 half-chests, at Tls. 21.3 to 24.8; Scented Teas, 7,740 boxes, at Tls. 8.8 to 27.8; Flowery Pekoe, 398 chests, at Tls. 26.8 to 64.8.

KIUKIANG.—The receipts of Blacks had continued to be on a moderate scale, but it was reported that there was more activity in the interior, consequent upon advices of favourable outturn at Shanghai. Six small parcels had been settled at an advance of about Tls. 2 per picul. New Greens were not expected until about the 15th August. The quantity made in the Moyune district was reported to be about as large as last year.

AMOY.—Congous had been taken readily on arrival, notwithstanding their poor quality, at very full prices. Nothing further had been done in Oolongs, the few good Teas remaining unsold being firmly held, and buyers making no offers for the common grades. Supplies were coming forward very slowly, and teamen asserted that the season's crop would not exceed 90,000 half-chests. The Cresswell was loading for London and the Insulaire and Nantib for New York.

CANTON.—The settlements of Scented Teas had been on an increased scale, and though purchases were made at about former rates during the early part of the interval, the continued demand had, towards the close, enabled teamen to obtain an advance of about two taels per picul. Canton Greens had been in moderate request for the London and Continental markets, at about last quotations. Canton District Congous had been neglected. Stocks of all descriptions were becoming much reduced, and, in view of the losses so generally sustained this season, Teamen evinced great reluctance to make further purchases of leaf at the prices demanded by growers. It was reported that the fourth crop would fall short of what it was expected to be owing to continued warm and dry weather. The stock of Country Congous had been increased to 1,800 chests—3 chops medium Oonams—but there was no immediate prospect of further arrivals. The following had been the settlements and quotations for the fortnight:—Country Congou, none; stock, 1,800 chests; Canton do., 500 boxes at Tls. 20 to 24; Scented Orange Pekoe, 25,000 boxes, at Tls. 14 to 31; Scented Caper, 35,000 boxes, at Tls. 10.4 to 28.50; Canton Gunpowder, 6,000 boxes, at Tls. 15 to 31; Do., Young Hyson, 1,000 boxes, at Tls. 15 to 18; Do., Imperial, 2,000 boxes, at Tls. 14 to 20.

SILK.

YOKOHAMA.—About a thousand piculs of Silk had been settled without change in quotations. The weather had not been favourable to the transit of supplies, but they had, nevertheless, been kept fully up to the demand. The quality of arrivals, which had consisted mainly of medium hanks, had been fully up to the average, and there was a noticeable improvement in the tares, particularly from the Mybash district, the result of the system of inspection established by the silk-owning Daimios. Stocks were increasing, being at the close nearly 800 piculs. Prices: Mybash best offering, \$750, at 4s. 6½d., worth 80s. in London; medium, \$700 to 730, say 28s. to 29s. 2d. in London; inferior, \$650 to 680—say 26s. to 27s. 3d. in London. In Silk-worm's Eggs both buyers and sellers were firm, and with the great difference existing between their ideas of prices, there was no prospect of business. If either side give way, it must be the sellers; stocks were

accumulating, though quite trifling compared with other seasons. Last year, for instance, a million cards had come in, against 70,000 this season.

SHANGHAI.—We extract the following report from Messrs. C. J. Skeggs' and Co.'s Circular, dated 12th August:—The French mail which left here on the 6th instant took 934 bales, prices being about the same as previously quoted. Since then business has gradually progressed until about 2,000 bales have been placed for this steamer, making the total settlement for the fortnight about 3,000 bales. Little can be said about prices further than that the dealers are very firm, and may have gained a slight advantage in some cases towards the close; the bulk of the settlements, however, have been done at last mail's rates, the only notable exception being Red Peacocks, for which one or two anxious buyers have given up to Tls. 465. Chops remain unaltered at the following quotations:—Koo-fong-sings and Choopings, No. 3, Tls. 560; Dragon, Tls. 557½; Ya-kee, Tls. 547½; Elephant, Tls. 485. Hainins remain at Tls. 480 for No. 2. Fat-mow and Tay-saams show no alteration. The total yield available for export is variously estimated at from 40,000 to 43,000 bales.

JAVA, STRAITS, AND CEYLON PRODUCE.

BATAVIA.—Arrack, in good demand, at f.120 to f.122 per leaguer. Cloves, f.18 to f.20 per picul, dull. Coffee—Java, f.33 per picul, sales. Cubebs, f.17 to f.18 per picul, nothing doing. Gutta-percha, f.60 to f.120 per picul, according to quality; market bare. Gum Damar, f.46 to f.48.50 per picul, sales; supplies. Hides—Cow, f.0.35 to f.0.40; Buffalo, f.0.23 to f.0.25 per lb., according to quality. India-rubber, f.90 to f.100 per picul, scarce. Indigo: Sales at Samarang, f.5.25 to f.5.35 per lb. for first quality. Mace, f.100 per picul, wanted. Nutmegs, f.110 to f.115 per picul, sales. Pepper: Black f.16, White f.30, per picul. No stocks. Rice: In good demand, first quality at f.150 to f.160 per Coyang; second, at f.120 to f.130 per Coyang; Cargo, at f.95 to f.100 per Coyang. Crop of Indramayoe table rice, about 25m/ piculs, sold by tender at f.256 05 per Coyang with bags, and 10m/ piculs Boddie Radja at f.230, without bags. Rattans: Borneo at f.10.50 to f.13 per picul, and Padang f.8 to f.8.50 per picul; sales. Sugar: No. 14, f.16.50 to f.16.75 per picul. Crop of Wonopring, about 33m/ piculs, sold at auction at f.15.20, No. 20 at f.16.30 to f.15.80 per picul for medium numbers. Tin: Billiton—none in the market.

SINGAPORE.—Gambier: There has been a steady advance in this article, and the price had reached \$3.20, at which there were still buyers. Black Pepper is in very active demand at \$6.85 to 6.90. There would be very little procurable until the next crop, which begins to come in about the end of December. White Pepper exceedingly scarce, small parcels readily sold at \$10½ to 11, according to quality and dryness. Sago Flour: Contracts for Singapore had been made at \$2.58; 2,500 piculs Sarawak sold at \$2.69, and 200 piculs Siak at \$2.60. Pearl Sago: Contracts have been made at \$3.20 to 3.22½ for small grain and \$3.27½ for large. Tapioca: Sales at \$4.50 to 4.90 for Flake, which was firm at the latter quotation. Pearl \$4.75. Buffalo Hides in good demand at \$10½ to 11. Buffalo Horns advanced to \$10½, being in very active demand. Gum Damar out of supply, worth \$16½ to 17. Rattans exceedingly scarce; good quality worth \$5 to 6; ordinary Straits kinds \$3 to 3½. Cassia lignea in more demand, a small sale at \$19½. Cubebs: Very little inquiry, worth \$7½ to 8. Coffee: Sales of Bontyne at \$13½, 1,000 piculs picked Bally, for which \$8½ had been offered, held for higher prices. Nutmegs: An arrival brought \$50 per picul. Mace: Good quality worth \$55, none on the market.

COLOMBO.—Coffee Plantation: Sellers asked more than buyers can afford to give, and there was consequently nothing doing. 11s. 6d. p. bus., equal to 61s. per cwt., f.o.b., was the nominal quotation. Native: The market was quite bare of supplies. Nominal quotation—48s. to 49s. per cwt., f.o.b. Exports of both Plantation and Native from October 1, 1868, to Sept. 2, 1869, \$982,747, against \$927,276 at the same time last year, showing an increase of \$55,471. Cinnamon: Dealings large, at firm rates. Plumbago: The fall in the home market appears to have affected the local market for fine kinds but little, and dealers refused to accept less than £15 for really good lump; the price for small chips is £6 to £6. 10s.; for dust, £4. 10s. to £5. Coir: Active; fibre in fair request; dealings in rope good. Ebony: In demand. Sapanwood: Scarce. Deer Horns: Small parcels of mixed sizes offered at £10. Rice: Slow; stocks continue good. Coals: No market.

EXPORT OF TEA AND SILK, SEASON 1869-70.

TO GREAT BRITAIN.

Date.	From Kana-gawa & Nagasaki.	From Shanghai and Hankow.	From Foo-chow.	From Amoy.	From Canton, Macao, &c.	Total lbs.	Total Bales & Cses
From June 1 to July 31, 1869	...	30858533	12877127	...	3752387	47488047	8795
Corresponding period last season	480839	30253369	35867513	...	6708707	73310428	166 2
Shipments Since;							
July 18 per Kalsow		From Foochow				1,141,863	
— 20 ... Black Prince		... Do.				1,000,350	
— 22 ... Windhover		... Do.				1,152,944	
— 27 ... Falcon		... Do.				961,200	
Aug. 1 ... Star of China		... Shanghai				968,493	
— 1 ... Hopewell		... Do.				661,784	
— 1 ... Clara		... Foochow				1,200,000	
— 5 ... Charman		... Shanghai				657,918	
— ... J. R. Worcester		... Do.				1,092,807	
— ... Challenge		... Do.				782,066	
— ... Dilkhoosh		... Do.				1,214,713	
— ... Emeu (ml. str.)		... Shanghai, &c.				735*	
— 6 ... Dunmail		... Canton				1,086,304	
— ... Gleam		... Amoy				381,655	
— ... Min		... Foochow				871,800	
— 12 ... Silver Eagle		... Do.				1,155,900	
— 13 ... Donnal (Fr. ml. str.)		... Shanghai, &c.				...	1,306
— 19 ... Bengal (ml. str.)		... Do.				...	2,962

* In addition to that last reported.

TO UNITED STATES.						
From June 1 to July 31, 1869	...	...	...	...	387,743	Pela. 215
Corresponding period last season	...	...	...	...	553,160	122

Shipments Since;

July 30 per Japan (str.)	From Yokohama	...	21,222
Aug. 9 ... Enrique	... Canton	...	86,066

TO THE CONTINENT.

From June 1 to July 31, 1869	...	...	...	...	427,200	Bales. —
Corresponding period last season	...	...	...	...	955,600	—

Shipments Since; None.

TO AUSTRALIA.

From June 1 to July 31, 1869	...	...	...	...	20,601,818 lbs.
Corresponding period last year	...	...	...	...	6,218,339

Shipments Since;

July 18 per Louisa	From Foochow	...	299,000*
— 22 ... J. Brown	... Do.	...	319,135*
— 27 ... Daishing Wave	... Do.	...	360,900*
— 29 ... Minnie	... Do.	...	510,000*
— 29 ... Helpmeet	... Do.	...	419,900*
— 29 ... Hong Kong	... Do.	...	267,000*
— 27 ... Edgar Ross	... Do.	...	343,100*
— ... Fromm	... Do.	...	247,500*
— ... Mobil	... Do.	...	401,000*
— ... Katrina Maria	... Do.	...	242,300*
— 22 ... Isabella Brown	... Do.	...	319,300*
— 28 ... Constance	... Do.	...	68,000*
Aug. 6 ... Feronia	... Do.	...	438,000
— ... Folden	... Do.	...	246,000
— 5 ... Thorkeld	... Do.	...	180,400
— ... Nil Desperandum	... Do.	...	180,400
— ... Minnie Graham	... Do.	...	348,000
— 7 ... Melrose	... Do.	...	322,600

* Included in above total.

EXCHANGES, & c.

[For dates, see first page.]

ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m. s. ...	4s. 6d.	4s. 6½d.	4s. 6½d.
Hio-go & Osaka ...	5s. 10½d.	5s. 10½d.	5s. 11½d.
Shanghai " " ...	4s. 5½d.	4s. 6d.	4s. 6½d.
Canton " " ...	4s. 5d.	4s. 5½d.	4s. 5½d.
Hong Kong " " ...	4s. 3½d.	4s. 3½d.	4s. 3½d.
Macao " " ...	par.	—	1½ to 2 dis.
Singapore " " ...	—	—	—
Manila " " ...	—	—	—
Colombo " " ...	—	—	—

MISCELLANEOUS.

	At Shanghai.	At Hong Kong.
Bills on India ...	300	226 to 228
" Hong Kong ...	23½ to 24 dis.	—
Bar silver ...	111.5.0	7 prem.
Mexican dollars ...	76.2.0	par.

Bous, at Yokohama, 340 to 347 per 100 dols.

SHARES.

Hong Kong and Shanghai Bank, New, 16; Old, 35 to 43 per cent. prem.
 Hong Kong Gas Company, 44 dols. per share.
 Hong Kong and Whampoa Dock, New, 12; Old, 12 per cent. discount.
 Union Dock Company, 50 per cent. discount.
 China Traders' Insurance, 580 dols. premium.
 Hotel shares, 50 to 60 per cent. discount.
 Hong Kong and Macao Steamboat Company, 12 per cent. premium.

SHANGHAI SHARES AND STOCKS.

	Shares.	Paid up.	Latest Qtn.	Divid.
	Taels.	Taels.	Taels.	
Shanghai Dock Company ...	500	500	100	6 p.c.
Shanghai Club ...	400	400	Nil.	None.
Shanghai Cargo-boat Company ...	200	200	200	10 p.c.
Shanghai Gas Company ...	100	100	97	None.
Shanghai Racket Club ...	120	120	75	"
Hongque Wharf Company ...	1,000	1,000	51	"
Shanghai S.N. Company ...	100	100	96	12 p.c.
S. Tug and Lighter Company ...	850	850	500	None.
Shanghai Horse Bazaar ...	50	50	0.75	"
French Gas Company ...	50	50	25	"
Hong K. Fire Insurance Co. ...	1,000	100	185	"
North China Insurance Co. ...	1,000	200	300	"
North China Steamer Company ...	500	500	—	"
Union S.N. Company ...	250	250	250	15 p.c.
Yangtze Insee. Association ...	1,000	1,000	1,450	8 p.c.
Recreation Fund ...	\$50	—	\$16	—
Union Insurance Society ...	\$5,000	1,000	2,700	—
China Traders' Co. (Limited) ...	5,000	1,000	1,600	—
H. K. and China Gas (Lim.) ...	£10	£10	\$40	6 p.c.

Shipping Intelligence.

ARRIVALS.

At YOKOHAMA.—From London, July 28, Janet Ferguson.
 At HIOGO.—No advices.
 At NAGASAKI.—From Amsterdam, Johanna Willelm.
 At SHANGHAI.—From London, Aug. 6, Corea; —, Wylo, Ornate, Kelso, Beemah (reported by telegram); from Liverpool, 11, M. C. Nelson; from Cardiff, Diamond (reported by telegram); from Hamburg, 10, Harmonia; from Shields, Atma.

At FOOCHOW.—None.

At AMOY.—None.

At HONG KONG.—From London, Invincible; from Shields, Killarney (reported by telegram).

At HONG KONG and CANTON.—From London, Aug. 6, British Empire, Chetah; from Liverpool, Veronica; from Cardiff, 7, Glenartney (str.); from New York, 7, Moneka (str.).

At MANILA.—None.

At SINGAPORE.—From London, Aug. 25, Luzon; from Liverpool, 14, Khimjee Oodowjee; 18, Alfred; from England, 21, H.M.S. Midge; from Cardiff, 17, Louis Meyer; 20, Empress of India; 23, Ravensworth; 26, Ravenscliff; from Newcastle, 25, Humboldt; from Rotterdam, 18, Tollens; 26, Tony; from Lisbon, 14, Baltic; from Bourbon, St. Saviour; 19, Arabic.

At BATAVIA.—From London, Aug. 2, Drusus; from Cardiff, 18, Walcheren; from Newcastle, 9, Louise; 15, Saga; from Glasgow, 18, County of Nairn; from Shields, 9, Regina Maria; from Rotterdam, 6, Sumatra; 13, Mary and Hillegonda; from Holland, 8, Johanna Maria; from Amsterdam, 10, Djawa; 18, Vier Gebroeders; from Bordeaux, 18, Eldorado; from Havana, Onrust.

At PENANG.—From London, Aug. 15, Peri; from Glasgow, Mary Falconer; 17, John Paul.

At BANGKOK.—No advices.

At SAIGON.—No advices.

At COLOMBO.—From London, Aug. 28, Asphodel, Ocean Rover.

DEPARTURES.

From YOKOHAMA.—For New York, Aug. 3, Doon.

From SHANGHAI.—For London, Aug. 5, Dilkhoosh; 6, Tynedale, Charmian, Challenge, J. R. Worcester.

From Foochow.—For London, Aug. 7, Min; 12, Silver Eagle; 26, Flying Spur (reported by telegram).

From AMOY.—For London, Aug. 6, Gleam.

From HONG KONG and CANTON.—For Hamburg, Aug. 14, Sea Mew; for Callao, 17; Landwurststein, for New York, 9, Enrique.

From MANILA.—For Liverpool, via Ilo Ilo, July 29, Magallanes; for London, via Cebu, 29, Delphur; for New York, Aug. 5, Cleopatra; 10, Sonora; for Cadiz, 2, Fidela; 5, Conchita.

From SINGAPORE.—For London, Aug. 17, Canning; 18, Sree Singapura; for Liverpool, Doune Castle; for Marseilles, 26, Emma; for Bordeaux, 21, Mondelli; for Barcelona, 24, Nuevo Lantaro; for Gibraltar, 25, Madura.

From BATAVIA.—For Holland, Aug. 16, Laura and Adele, Noah I.

From PENANG.—For London, Aug. 22, Mofussilite.

From COLOMBO.—For London, Aug. 26, War Cloud, Comus, Star of the South, Shooting Star; for Philadelphia, Maid of Glanwern.

FREIGHTS AND CHARTERS.

At YOKOHAMA.—No vessel loading for home. To New York £2 10s. nominal. Per steamer to New York \$45 per ton of 40 ft.

At SHANGHAI.—The rate to London has declined to £2 per ton. To New York the Argonaut is on the berth at £3 per ton of 40 ft.

At NAGASAKI.—To London £4; to New York £3 10s. gold; nominal.

At FOOCHOW.—Vessels on the berth for home are loading at £2 10s.

At HONG KONG and CANTON.—To London £2 10s. per ton. To Liverpool the Veronica is getting £2 15s.

At COLOMBO.—For London, coffee, 40s. to 50s.; deadweight 45s to 50s.

At MANILA.—The Oriana for Liverpool loads 1,000 tons wet sugar at £2 5s., and hemp at £3 5s. per cwt. James Aiken for London takes about 500 tons dry sugar at £2 per 20 cwt. Orion, to load at Ilo Ilo for Liverpool, a full cargo of wet sugar at £2 12s. 6d. per 20 cwt. There is nothing new to the United States to report; last rates \$11 gold per 20 cwt. sugar, and per four bales hemp.

At SINGAPORE.—To London and Liverpool the rates are 35s. to 40s. per ton.

At PENANG.—To London, deadweight £1 10s., light freight £2.

At BATAVIA.—There is no alteration to report.

VESSELS PASSED STRAITS OF SUNDA.

Date.	Ship.	From	To.
Aug. 3	Khimjee Oodowjee	Liverpool	Singapore
"	Bilderdyk	Rotterdam	Samarang
"	Constantia	Batavia	Rotterdam
"	Johanna Maria	Rotterdam	Batavia
"	Schelde	Amsterdam	Samarang
"	Nederland and Oranje	Batavia	Schiedam
"	Brinkburn	Sunderland	Hong Kong
"	Ensign	Cardiff	Japan
"	W. van Middelburg	Do.	Batavia
"	Ida	Hamburg	Nicolay Feek
"	Falk	Macao	Falmouth
"	Ornate	London	Shanghai
"	Elina	Cadiz	Manila
"	Vier Gebroeders	Amsterdam	Batavia
"	County of Nairn	Glasgow	Do.
"	John George	Sunderland	Hong Kong
"	Onrust	Havana	Batavia
"	Kelso	London	Shanghai

VESSELS LOADING.

At YOKOHAMA.—There is no vessel on the berth either for Europe or America.

At SHANGHAI.—For London, Conqueror, Lord Macaulay, Joseph Sprott, Geriant, Hindustan, Mary Moore, Tamerlane, Rollo, L'Empetrice, Prudhoe; for New York, Argonaut.

At FOOCHOW.—For London, Yangtze, Chusan (full), Corona, Magellan, Flying Spur; for Boston, Mary Edie.

At AMOY.—For London, Creswell; for New York, Nantib, Insulaire.

At HONG KONG and CANTON.—For London, Scawfell, Vanguard, Grassmere; for Liverpool, Veronica; for New York, Game Cock.

At MANILA.—For London, Vincenza, Carin, James Aiken; for Liverpool, Oriana; for Cadiz, 17, Pepita; for New York, George Peabody, Formosa; for Boston, Wild Rover, Archer.

At SINGAPORE.—For London, Empress of India, Flora; for Liverpool, Kinfauus Castle, Ottawa; for Channel, f.o., Alfred; for Marseilles, Favorite.

At PENANG.—For London, Albion, Mary Falconer, Ulleswater.

At COLOMBO.—For London, Star of the South, Passover, Skimmer of the Waves, Hollinside, Benledi; for Boston, Asphodel.

SHIPPING POSTSCRIPT.

ARRIVALS NOT IN THE TABLES.—September 29, at London, from Colombo, &c., William Ritson; 23, at Bristol, from Macao, Baldur; at Falmouth, from Saigon, for Copenhagen, Salamander; from Bangkok, Sandersons; 29, off Falmouth, from Manila, for Rotterdam, China; at Liverpool, from Akyab, Eurynome; 17, at San Francisco, from Hong Kong, Eleanore; 16, at New York, from Singapore, Sydpolen; 29, at Falmouth, from Rangoon, for Bremen, Louis Henri; 30, from Saigon, Nederland; 27, at Copenhagen, from Akyab, Emily; 28, at Texel, from Batavia, Vice-Admiral May; 30, off the Lizard, from Foochow, &c., Thermopylae; 29, at Queenstown, from Rangoon, Margaretto Delfino, Andromeda; Oct. 1, at Deal, from Rangoon, Lepanto; Sept. 23, at Bremerhaven, from Rangoon, Sirius; Oct. 2, at London, from Shanghai, Forward Ho; —, off Kinsale, from Rangoon, Lancashire Witch; Sept. 29, at Brouwershaven, from Saigon, Cananore; at Cowes, from Akyab, for Copenhagen, Lorfald; Oct. 4, at London, from Manila, Channel Queen.

DEPARTURES.—Sept. 28, from Cardiff, for Galle, Valkyrien; Oct. 2, from London, for Hong Kong, Queen of the Age; Sept. 30, from Sunderland, for Higo, Hengist; 28, from Cuxhaven, for Shanghai, Hesperus; Oct. 1, from London, for Batavia and Sourabaya, Gladiator.

SPOKEN.—Mary Simpson, Penang to London, Aug. 7, 2 S., 18 W.; Nabob, Bangkok to Amsterdam, Aug. 8, 1 S., 19 W.; Naworth, Liverpool to Singapore, Aug. 12; Queen of the South, of Dumfries, for Japan, Sept. 17, 51 N., 10 W. Laurel, London to Shanghai, Aug. 13, 2 N., 20 W. A Danish barque, Hamburg to Hong Kong, Aug. 10, 26 S., 33 W. Alice, London to Galle, Aug. 22, 11 S., 20 W. Parana, London to Penang, Sept. 3, 10 N., 26 W. Sarah Anderson, Bangkok to Seilly, July 11, 24 S., 59 E., with bottom foul; Duke of Northumberland, Swansea to Galle, September 1, 4 N., 24 W.; Antonia, Batavia to Rotterdam, July 18, 29 S., 44 E.; Salado, Penang to London, Aug. 22, 14 S., 6 W.; Petcheleo (?) (barq.), Liverpool to Hong Kong, July 12, 1 S., 25 W.; Henry Keel (ship), Cardiff to Shanghai, July 18, 12 S., 32 W.; Stad Dockum, (Dutch barq.) Amsterdam to Batavia, July 23, 21 S., 36 W.; Nestor (Dutch ship), Batavia to Dunkirk, Sept. 19, 12 N., 26 W.

CASUALTIES.—A telegram received from New York 1st Oct., per Atlantic Cable, states that the Chattanooga, from Singapore to New York, was disabled, and discharging at St. George's, Bermuda.

The Malakoff, from Colombo to London, was spoken, Aug. 9, off Agulhas, with maintopmast gone.

The Early Morn, from Dundee to Singapore, was spoken Sept. 1, 13 N., 27 W., with bowsprit sprung and foretopgallantmast carried away.

REUTER'S TELEGRAMS.

(RECEIVED VIA GALLE, SEPT. 29.)
CHINA.

HONG KONG, Sept. 2.

The Austrian Embassy has opened negotiations at Peking for the conclusion of a treaty, but it is said that the Envoy is annoyed at the needless delay on the part of the Chinese authorities in arranging terms.

Mr. Richard Rowett, of the firm of Holliday, Wise, and Co., has been appointed a member of the Hong Kong Legislative Council. [The friends of Mr. Rowett will be rather astonished at this being of sufficient importance for Reuter's agent to telegraph. Such items bring the service into ridicule. Surely something can be found to telegraph from China and Japan of political or general importance.]

VIENNA, Oct. 1.

A telegram, dated Tientsin, Sept. 8, has been received by Count Beust from Admiral Petz, announcing that the Austro-Chinese Treaty of Commerce was signed on the 2nd of Sept., and that the Austrian expedition had left for Japan.

HONG KONG, SEPT. 2.—Grey Shirtings, 6½ cattie, 8½ lb., \$2.85c. Watertwist, 16-24, \$1.37½. Cotton: Bengal, fair medium, \$17½. Tea at Canton.—Business checked by holders asking advanced prices. Exchange on London: Bank bills, six months' sight, 4s. 5½d.

SHANGHAI, AUG. 27.—Grey Shirtings, 6½ cattie, 8½ lb., 2.20 taels. Cotton—Shanghai, 16½ taels. Tea, black, weaker; green less active, but steady. Silk, quiet, but unchanged; No. 3 Tatlees, 565 taels. Settlements since departure of the last mail, 3,000 bales. Export to date (China and Japan), from commencement of season, 20,000 bales. Exchange on London: Bank bills, six months' sight, 5s. 10½d. Freights.—Tea, £1 10s.

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

HIEBER.—On the 18th August, at Beach-road, Singapore, Mrs. G. Hieber, of a daughter.

HOWELL.—On the 12th Aug., at Singapore, on board the steamer Diomed, the wife of Henry R. Howell, of a daughter.

RYDER.—At Shanghai, the wife of Capt. F. H. Ryder, steam tug Maggie Laufer, of a daughter.

MARRIAGE.

SCOTT—HINDMARSH.—At St. George's Church, Penang, Aug. 12, by the Rev. Julian Moreton, George S. Scott, Esq., eldest son of George Scott, Esq., of Ayer Rajah, Pinang, to Eleanor, second daughter of the late M. Hindmarsh, Esq., Alnwick, Northumberland.

DEATHS.

ATCHISON.—On the 25th Sept., at his residence, Rose-hill, Dorking, Surrey, Lieut.-Colonel Henry Alexander Atchison, late of the Ceylon Rifle Regiment.

DE MEYER.—On the 7th Aug., at Yokohama, Dr. A. de Meyer, aged 36 years.

MOSES.—On the 15th Aug., at Hong Kong, Capt. H. W. Moses, of Bath, Maine, U.S.A.; late Master American barque Rome.

STEWART.—On the 31st July, at Yokohama, Gavin Stewart, of Aberdeen, late in charge of the P. and O.S.N. store ship Tiptree.

THE NEW SEASON'S TEA CLIPPERS.

The notice of the China clippers has now to be prefaced by the steamers which have become regular traders. The first steamer of this season to put us in possession of the new crop of 1869-70 was the *Aganemnon*, of Holt's line, from Hankow and Shanghai, followed by the *Erl King*, *Nestor*, *Ajax*, and the *Achilles*, in 62 days, and *West Indian* in 80, from Foochow, the latter vessel losing her extra freight of 10s. per ton by a few days. The clippers were headed by the *Titania*, from Shanghai, in 96 days, which is the quickest passage yet achieved from that port against the S.W. monsoon. The passage of this vessel, now commanded by Captain Burgoyne and owned by Messrs. Shaw, Maxton, and Co., attracted more attention from the fact of her previous passages being attended with some accidents, which prevented her doing her best. The second clipper to arrive was the *Thermopylae*, from Foochow, Captain Kembal, owned by Messrs. Geo. Thompson and Co., in 88 days, off the Lizard. This is also the best homeward passage from Foochow in the S.W. monsoon. The steamers *Nile* and *Miranda* left Foochow and Shanghai respectively on the 17th July, and may be expected at any moment, as also the clippers *Ariel*, *Leander*, *Lukoo* and *Spindrift*, which left Foochow between the 1st and 4th July.

We append the arrivals and passages into dock:—

Steamers.	From.	Date.	Docked.	Days.
Aganemnon	Hankow	June 9	Aug. 25	77
Erl King	Do.	" 5	" 30	86
Nestor	Shanghai	" 21	Sept. 5	76
Ajax	Do.	July 9	" 23	76
Achilles	Foochow	" 16	" 16	62
West Indian	Do.	" 7	" 25	80
Titania	Shanghai	June 16	" 22	97
Thermopylae	Foochow	July 8	Oct. 2	90
Forward Ho	Shanghai	June 11	" 2	112

VESSELS EXPECTED.

1869.	Ship.	Port.	Tea lbs.
June 12	Eliza Shaw	Hankow	975,400
" 14	Huntley Castle	"	840,500
" 18	Lennox Castle	"	970,500
" 23	Thaising	"	1,143,300
" 26	Callier Ou	"	974,000
" 26	Whinfell	"	1,017,900
" 28	Helen Nicholson	"	984,500
" 29	Burdwan	"	1,038,000
" 30	Ariel	Foochow	1,125,900
July 1	Argonaut	Shanghai	1,203,260
" 1	Leander	Foochow	1,225,600
" 2	Lahloo	"	1,157,900
" 3	Spindrift	"	1,219,000
" 6	Golden Spur	Shanghai	920,789
" 6	Deerhound	Canton	718,437
" 7	City of Aberdeen	Shanghai	748,963
" 9	White Adder	"	1,808,414
" 9	Taeping	Foochow	1,129,000
" 9	Belted Will	Canton	1,053,093
" 11	Ziba	Foochow	694,900
" 13	Douglas Castle	Canton	941,237
" 16	Sir Lancelot	Foochow	1,187,679
" 16	Guinevere	Shanghai	1,207,177
" 16	Decapolis	"	923,867
" 17	Nile (str.)	Foochow	1,188,050
" 17	Miranda (str.)	Shanghai	1,195,301
" 17	Melbreck	"	1,069,626
" 17	Maiden Queen	"	1,116,479
" 17	Weymouth	"	1,131,020
" 18	Kaisow	Foochow	1,141,800
" 20	Black Prince	"	1,000,300
" 22	Windhover	"	1,152,900
" 24	Maitland	Canton	1,109,671
" 24	Juanpore	Shanghai	559,413
" 25	Serica	Foochow	908,900
" 28	Wild Deer	Shanghai	1,334,788
" 30	Falcon	Foochow	1,117,700
" 29	Star of China	Shanghai	968,493
Aug. 1	Hopewell	"	661,784
" 5	Dilkhoosh	"	1,214,713
" 5	Charmian	"	657,918
" 5	J. R. Worcester	"	1,092,807
" 5	Challenge	"	782,106
" 1	Clara	Foochow	1,200,000
" 5	Dunmail	Canton	1,086,304
" 6	Gleam	Amoy	381,685
" 7	Min	Foochow	871,800
" 12	Silver Eagle	"	1,155,900

ROSS BROWNE AND THE BRITISH MERCHANTS IN CHINA.

The following communication from Mr. Kiernan, formerly a United States Consul in China, has appeared in the *New York Herald*, and referred to in our last number:—

I have read the address of the British merchants in Shanghai to J. Ross Browne, and his answer, and must say I am no way surprised at the address; it is only in consonance with the whole course of the British, not alone in China, but in the entire East; but I am both surprised and indignant that a representative American should be so blindly narrow-minded and retrogressive, or so culpable, as to maliciously misrepresent facts and the views and policy of his own country. The British merchants in China fear that their reign of robbery is about to pass from them—no more forcing of opium upon an unwilling people, no more smuggling, no more trading in human flesh, no more open, barefaced cheating, no more gunboats and redcoats to enforce all these infamies. No wonder they fret, and fume, and intrigue, cabal and do all in their power to undermine the wise and munificent provisions of the Burlingame treaties, by misrepresenting him to the Chinese Government, and the Chinese to the Western nations. The British merchants proclaim the inferiority, the non-progressiveness, and the Paganism of the Chinese. Mr. Browne coincides with all their views. I have already mentioned reasons for the course of the British in this respect. I shall now mention one other motive, and a very powerful one; it is jealousy of the increasing influence of America in China. No one unless he has resided in China can realise the bitter jealousy and animosity of the British towards the Americans. It is to be met with everywhere, in business and socially; and this feeling, intensified since the establishment of our line of steamers between Hong Kong and San Francisco, the finishing of the Pacific Railroad, and our new treaty, has its outlet in this delectable "address."

On what grounds and why does Mr. Browne take the views he does? From experience? This was certainly "short, sharp and decisive," and his conclusions directly opposite to those of men of at least equal intelligence and many years' experience in China, such as Mr. Burlingame, the Rev. Mr. Williams, &c., &c. Is he jealous of the bright and well earned fame of his predecessor? if so let him be consoled with the idea that, like himself, every one is not a Talleyrand, a Nesselrode or a Burlingame. Is he enraged at being so soon recalled, and does he seek revenge on the offending Chinese, and commit treason and apostacy to the progressive and Christian spirit of his country? Does he pander to those extremes that meet the British Tory aggressive element in China and the ignorant, narrow-minded, rowdy element of California? I very properly ask all these questions from the extraordinary position in which Mr. Browne has placed himself, and his explanation, if there be any, has to come yet. It is not conveyed in his answer to the British merchants of Shanghai.

During my residence in China I have had much experience among the Chinese, and travelled the empire extensively, and I can state, without fear of refutation from any fair and discerning party, that the Chinese are, summing up all their virtues and defects, not a whit inferior to us as a people; that they are ready and willing to accept of improvements when they are introduced by genuine parties, and not, as almost invariably heretofore, by associations of swindlers and adventurers—by those who hold the theory that a Chinaman has no right which a Caucasian is bound to respect—and that I believe they will accept Christianity when it becomes Christianity to them. Certainly their experience since the opening of China has not been such as to render them in love with our Christianity. The Western Christians, particularly the British, have been cruel and exacting in their military operations, swindling and unscrupulous in their mercantile transactions, and licentious and degraded in their habits.

Let what will be said, America has the goodwill of, and the "inside track" with the Chinese. This is due to themselves, and to the influence of such leading representative men as Burlingame. My hope and trust is that no machinations, British or otherwise, will cause any misunderstanding between America and China. Let us wait patiently, and, meantime, keep ourselves to the wise and munificent provisions of the Burlingame treaty, and frown down and do away with the exclusive, bigoted, spirit evinced in California.

In conclusion, let me recommend a Minister for China, one who is a gentleman of extended and Christian views, a thorough Chinese scholar, and who has been loved and respected for many years past by the Chinese—I mean the Rev. S. Wells Williams, Secretary of Legation and Interpreter at Peking, and frequently Chargé d'Affaires. I assure you no selection could possibly be made which would give greater satisfaction to the Governments of the United States and China, or go further to neutralise the pernicious machinations of our British enemies and their allies.

JAMES L. KIERNAN, late United States Consul.

THE SILK SUPPLY ASSOCIATION.

On the 17th Sept. a very important meeting of the Silk Supply Association was held in London, at which various interesting letters from all quarters of the world were read, and specimens of silk from the Cape and other places exhibited. Mr. T. Dickens, the president, took the chair, and amongst others present were Mr. D. Chadwick, M.P., Mr. J. M. Canny (Shanghai), Mr. J. Murphy (St. Petersburg), Mr. Maxwell Anketell (Alexandria), Mr. B. T. Cobbe (Natal), Dr. Mann (Natal), Mr. J. A. Sparking, Mr. F. Bennoch, Dr. Wallace (Colchester), Mr. Vavassour, Captain G. Mason, Mr. Hyde Clarke, &c. The Chairman read letters from India, China, California, the Cape and other places giving information as to the culture of silk. In reference to China it was stated by Mr. Bennoch that any agent going out with Mr. Burlingame's signature as authority would be able to proceed to any part of China unmolested. Mr. Canny said he had been all over the silk districts without any special authority. He pointed out the

influence of the trade guilds in China, but thought they might assist the Association if it could be shown to them that the better reeling of the silk would produce immediate as well as future profits. He added that a much larger supply of Chinese silk might soon be expected. The chairman supplemented this remark with another, to the effect that, according to a reliable authority, the supply of Japanese silk would soon be threefold its present quantity. He proceeded then to exhibit some silk grown and reeled at the Cape by Mrs. Poerval, which was much admired by all present, and considered very valuable evidence of the quality of silk that might with proper care be produced in that colony. A communication was then read from the Agricultural Society of New South Wales, stating their anxiety to disseminate as much information as possible with reference to silk culture. The question of silk growing in Egypt was also brought forward upon a report by the chairman of an interview he had had with Nubar Pacha, in lieu of a deputation to the Viceroy when the Khedive recently visited London. Nubar Pacha offered free passages and lands to any persons desirous of commencing silk cultivation in Egypt. Mr. Anketell and other gentlemen testified to the capabilities of the country for silk growing, but added that the great obstacle at present was the wretched habitations in which the natives carried on the culture. A suggestion, which met with general approval, was made by Mr. D. Chadwick, M.P., that committees should be formed to watch the various districts of Egypt and the East, with a view to forward any efforts made in silk cultivation in that quarter. Another communication was read relative to the growth of the mulberry at the Cape and California, and it was asserted that the Cape could supply all the world with trees, whilst in California they were being grown to an enormous extent. It was added that letters of a favourable character had also been received from Chili, Peru, Panama, and other places; and in order that these reports might all be printed *in extenso* it was resolved to start a monthly magazine in the interests of the Association, to be called the *Silk Supply Record*. The Chairman read an interesting account of the cultivation of the mulberry at Poole, in Dorsetshire, in 1788, after which Captain Mason produced some silk of very good quality grown and reeled by himself at Aldershot, and, in compliance with a suggestion thrown out, offered to show his method of reeling to any persons connected with the Association. The Chairman reported that branch associations had been formed at Macclesfield and Coventry, and thanks were voted to those associations for their co-operation. It was added that another branch would probably be formed at Manchester, and it was hoped a public meeting upon the question of silk supply would soon be convened in London by the Lord Mayor. The chairman's little "Guide to Sericulture" was ordered to be printed and circulated. The proceedings concluded by a short discussion on the adaptability of sunflower leaves for silkworms, upon which it was admitted they would thrive for a short time.

THE LABUAN COAL MINES.—*The Times* of the 27th inst. has the following:—The Oriental Coal Company (Limited), into whose hands the extensive coal mines in the island of Labuan have passed, are now working them successfully. In anticipation of a great increase in the demand for coal in the China seas on the opening of the Suez Canal, it has been decided to supply coal at the fine harbour of Victoria, which admits and shelters vessels of the largest size at all times of the tides and at all seasons, instead of at Coal Point, as at present, where steamers can take in coal only in comparatively fine weather. The distance from the mines to Victoria harbour, where the Governor's residence and all the public buildings are situate, is about nine miles, and the coal is to be transported by means of the patent road steamers, with india-rubber tires, of Mr. R. W. Thomson, C.E., of Edinburgh. Two of these powerful engines and 16 waggons, to carry six tons each, are already completed, and will be shipped direct to Labuan in the company's new screw collier the *William Miller*. These road steamers appear to be exciting great interest all over the world. The Government of India have just ordered to be despatched overland the first engine for a regular service which they intend establishing on the Grand Trunk Road, for the transport of troops, Government stores, and general merchandise, in lieu of the miserably slow and costly bullock-trains which now creep along that fine road. The road steamers will, it is said, run five or six miles per hour at far less cost than the bullock hackeries, which cannot keep up a third of that speed.

We understand that the screw frigate *Glasgow*, of thirty-one guns, and 600-horse power, is to be substituted for the *Penelope*, as the flagship of the China squadron. The *Glasgow* will shortly be despatched under the command of Captain Hewitt, V.C., and until her arrival our Sir Henry Kellett will hoist his flag on board H.M.S. *Ocean*, which now carries that of Sir Henry Keppel.

The screw steam sloop *Persens*, 15, Commander Charles E. Stevers, from the China station arrived at Plymouth on the 23rd inst. She left Hong Kong March 31, arrived at Manila April 8, and left on the 14th, reached Labuan on the 20th, and sailed therefrom on the 27th; arrived at Singapore May 3, sailed on the 16th; Port Louis, Mauritius, June 11, sailed 16th; Simon's Bay, July 13, left on the 24th; St. Helena, August 7, and left on the 9th; arrived at Ascension August 13th, and left on the 17th in charge of the troop ship *Orontes*. On the 18th of September she put into Fayal for provisions and vegetables. The *Persens* has brought home 11 invalids and 65 supernumeraries and time expired men. Between Hong Kong and the Mauritius two of her crew died. The iron screw steam troopship *Orontes*, 2, Capt. Henry Phelps, with troops from the Cape of Good Hope, bound to Portsmouth, parted company with the *Persens* on the 27th inst. off the Lizard. It will be remembered that the *Orontes*, en route from the Cape, put into Ascension with machinery damaged, and that while there, in consequence of sickness breaking out among the children of the soldiers, they and all the women were landed on the island, and that the *Persens* was appointed to escort the *Orontes* home. The *Orontes* and the troops arrived safely on the 29th.

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer.

Any information required by Subscribers, in reference to Commercial or General Matters in CHINA, JAPAN, SINGAPORE, and other parts of the FAR EAST, will be supplied on application at the Office, where files may be seen of the Journals published in those countries.

The applications for this journal from the Straits, China, Japan, &c., having lately become more numerous, a supply is now sent to the Agents of the LONDON AND CHINA EXPRESS in those countries. The subscription is \$5 per annum.

THE LONDON AND CHINA EXPRESS, PUBLISHED on the departure of the Fortnightly English Mails via Marseilles, and Monthly French Mails, contains a Summary of English, American, Continental, and General News, Commercial and Shipping Reports, and Special Notices of Trade with the FAR EAST. Subscriptions, 54s. per annum, including Postage. Export Supplement, 12s. extra.

The London & China Telegraph.

LONDON, MONDAY, OCT. 4, 1869.

THE TELEGRAPH TO CHINA.

In a recent notice of the several schemes lately put forward for extending telegraphic communication to China, we gave a prominent place to the project of the "India, Australia, and China Telegraph Company," for laying a light cable constructed on Mr. VARLEY's principle, between Ceylon and Penang. We have more than once written in favour of this plan, but some facts that have recently been published seem to indicate that the experiment is a far more hazardous one than either ourselves, or its promoters, have hitherto suspected. The light cable has been tried and found wanting. Indeed, it is hardly likely that the Telegraph Construction and Maintenance Company—the most powerful and well-organised concern of its kind in the world, and the one that commands the largest amount of electrical and engineering skill—would cling so tenaciously to the system of heavy, or "iron-clad" cables unless it had been proved to demonstration that the opposite principle (at all events as now applied), was totally inefficient. *The Times* not long ago asserted, on good authority, that of late years there have been 8,000 miles of light cable laid, some covered with thin wire, some consisting of indiarubber core alone, and others protected with hemp and other substances, but that no line of this description has been found to last longer than one year, while in some cases the period has been a few weeks only. All the cables now in working order are of the strong and heavy form, and there seems no example of any kind that can be cited to justify the adoption of the light principle. These are very damaging and discouraging facts, and they have evidently made a strong impression on the public mind. Mr. VARLEY himself comes to the rescue, by means of a long letter addressed to the daily papers, in vindication of his system. His arguments may be briefly summed up in a few sentences. Firstly, at great depths, the bottom is usually soft and even, and the water perfectly still; therefore a cable, once laid, requires no coating of iron wire to preserve it from attrition, &c. Secondly, the light cable will sustain as much as thirty-five miles of its own length in water without breaking, the heavy only ten; therefore the former is more easily recovered for the purpose of examination, or splicing. Thirdly, most of the faults in cables hitherto laid have arisen from fragments of the iron-wire, used as a coating, having penetrated the gutta-percha insulator; a mischief obviously impossible where no wire is used. Fourthly, smaller ships may be employed, and no paying-out machinery is wanted, as "kinks" or "foul flakes" will be allowed to go overboard without any check or attempt to disentangle them. These, and the alleged cheapness of the light cable, exhaust the arguments in its favour. But they are met by a similar number of serious objections. The absence of all danger from attrition, at great depths, cannot be denied; but there is another formidable source of destruction—the boring of the torpedo, an enemy only to be defied by armour of proof. In like manner we may admit that a light cable is more easily picked up, in case of need, than a heavy one; but "prevention is better than cure," and the first consideration is to lay a cable of such construction, and in such a manner, as will reduce to a minimum the chances of necessity for repair or renewal. And on the mode of laying, Mr. DUNBAR J. HEATH, a gentleman of considerable attainments in electrical and mechanical science, adduces some important considerations. The smaller

the vessel used, the greater, of course, will be the amount of "pitching." If a paying-out apparatus be used to control the jerking thus produced, no "light" cable could bear the strain; if (as is proposed) such apparatus be dispensed with, the cable would often run out at the rate of twenty or perhaps thirty miles an hour—causing an enormously disproportionate loss in "slack" or waste. Lastly, the question of cost is not placed on nearly so satisfactory a footing as we expected. Instead of being so very much cheaper, the light cable is as expensive as the heavy, if we may judge by the contract made for the section between Galle and the Straits. Taking the actual distance from point to point, and without any reference to the "slack" (which it is admitted would be considerably greater with the light cable) the sum of £325,000 to be paid the India-rubber, Gutta-percha, and Telegraph Works Company, is at the rate of almost £280 per mile, which is nearly the same as the cost of the "iron-clad" cable between Suez and Bombay, while the heavy cable between Malta and Alexandria cost only £250 per mile.

These calculations are particularly unfavourable to the success of Mr. VARLEY's pet scheme. No doubt, before long, there will be still further improvements in the construction of Ocean cables, and in the interest of progress we hope that the various difficulties we have dwelt on may soon be overcome; but for the present it seems to us far safer to trust to the well-tried form that has produced such satisfactory results in the Atlantic and other important lines. But by whatever means accomplished, the extension of the Red Sea line to China will be a great boon. At present, the vicissitudes encountered by every message, even between London and Galle, are such as render it almost a matter of surprise that a single one even escapes un-mutilated. Each telegram has to be repeated, from one forwarding-station to another, *more than twenty times*—twenty-two, we believe, is the exact number; and it has besides to be translated and re-translated at least five times! Of the heavy charge levied, nearly the whole is divided between the numerous foreign companies whose lines form the connecting links; thus, of the £3 1s., which is the *minimum* rate charged for a message to Galle, the English company that receives the message in London gets only 1s. 8d. One evil result of this minute subdivision, this confused conflict of interests, is that no reduction is allowed, as on other lines, for Press messages. For instance, the lengthy commercial and other telegrams now in course of transmission for our own "TELEGRAPHIC EXTRA," all pay the same price as is charged on private messages.

THE SUEZ CANAL.

A LETTER from Suez, of a recent date, says that the first trial of the navigation of the Canal was made between Port Saïd and Kantara; the Egyptian steam frigate *Latif* performed the distance between those two points at the rate of six and a quarter knots per hour. It is also announced that M. LESSEPS passed through the whole distance from Port Saïd to Suez. We are told that in a few weeks the work of the Canal will be completed, and the ships of Europe will pass under full canvas or full steam from the Mediterranean to the Indian Ocean. Careless language like this, used even by grave scientific and industrial journals in France, throws doubts over all assertions, just as the late announcement respecting the Emperor's recovery caused all the world to believe him much worse, perhaps, than he really was. Our neighbours seem to have adopted the witty saying—which is the property of Oliver Goldsmith, not Tallyrand—that "Language was given to man to conceal his ideas," as the rule of most of their compositions. The chickens are being sedulously counted before they are hatched, and some writers seem really to believe that the opening of the Suez Canal will cause half the carrying in the world to be done in future in French bottoms; they point to the condition of the direct commerce with Australia, which is set down at more than six hundred millions of francs, of which not six millions pass in French vessels, while the value of French goods imported into those colonies annually amounts to a hundred and fifty millions, and the raw materials produced in Australia and used in France reaches an annual value of more than a hundred and sixty millions. It is asked, why should not France carry her own goods to Australia, bring back the wool and other raw material she requires, and thus save some thirty

millions which goes into English pockets? Such a question may be met, if not answered, by another—Why does not Havre do as much carrying business as Liverpool, as the ocean is equally open to her? and why does London, fifty miles up a river, do more trade than Calais, Boulogne, Dunkirk, and all the French ports in the Channel together? The English Australian trade did not grow out of any special advantages of water way, and the overland route to the Far East is as available for French as English commerce. How, then, are circumstances to be altered by the opening of the Suez Canal for the ships of all nations? When our neighbours exhibit in commerce generally as much energy and perseverance as are shown by the Messageries Imperiales and the Transatlantic Steam Company, they will have their fair share of the carrying trade of the world; but it is ridiculous to imagine that the Suez Canal will be a royal road to commerce for France exclusively, as every true political economist and man of business well knows.

COCHIN CHINA.

Saigon is improving as a place of trade, and should the scheme proposed by Hong Kong merchants be carried out, of connecting it with the Indian Telegraph system on the one side and China on the other, its importance will be vastly increased. The possession has cost the French a fabulous sum, and the annual outlay for the troops and general Government is still enormous. But in a short time it may reasonably be expected that a small force will suffice for the protection of Saigon against the incursions of the Annamites, who are now getting somewhat tired of worrying their invaders and conquerors. The extension and improvement of the town is carried on with spirit, and we hear it is proposed to introduce gas.

The commerce of the place is certainly increasing; the last mercantile advices show an active trade in the export of pepper, rice, cotton, hides, horns, and cocoa-nut oil. Indigo and silk are in cultivation, and it is expected will shortly be added to the productions. The export of rice for the month ending middle of August was about 130,000 piculs, divided over Europe, Mauritius, Straits, China, and Japan. In cotton to China 9,000 piculs and six vessels were loading for that part. Two vessels were loading pepper for France. The arrivals for the month consisted of thirty-two vessels of 200 to 2,000 tons, and the vessels loading twenty, of an aggregate tonnage of 9,000 tons, under the British, French, and German flags. The only duty levied is on opium, and the tonnage dues are two francs per ton for inward and outward cargoes, and one franc for an inward or outward cargo.

THE MAILS VIA BRINDISI.

OUR last issue contained a notice that from the first Saturday in October mails would be made up in the morning at 7 A.M. for India and China, *via* Brindisi, or twelve hours later than by Marseilles, which close on Friday evening. We have since ascertained that instructions have been forwarded to the various postmasters in India, Ceylon, the Straits, China, &c., to make up mails by this route. Hitherto correspondence *via* Brindisi had to be reposted in Alexandria, and as a rule arrived in London one or two days in advance of the Marseilles portion. When we explored and gave a report on the Brindisi route in 1866 we recommended this plan of making up a light supplementary mail, and why the Post-office have only now decided on it is one of those official mysteries which cannot be solved by the outside world. We have always considered it unwise to attempt to substitute Brindisi for Marseilles until the tunnel through Mont Cenis was complete and properly tried. This it is expected will be in 1871. To convey the whole of our immenso mail *over* the mountain, subject to snow blocks, avalanches, and other obstructions, would be highly injudicious. It is even now a mystery why the Postal authorities have decided on Saturday morning, when it is known that in consequence of the French authorities refusing to run a train in correspondence with the Italian line, the mails have to remain the whole night in Paris. This twelve hours' delay could be given here, and the closing be made for Saturday evening.

The inner harbour of Brindisi is now sufficiently dredged, buoyed, and lighted to admit of steamers entering at all hours, and discharging alongside the quay. Not only do the

Italian mail steamers regularly do this, but the larger boats of the Egyptian Company plying between Alexandria, Brindisi, and Venice.* The new hotel is nearly completed, and will be ready for opening next month; it contains some thirty bedrooms, well furnished, and is managed by a competent hotel keeper from Milan.

MR. EDWARD ALEXANDER IRVING, who has been attached to the Colonial-office since 1854, has been appointed Assistant Colonial Secretary at Singapore. Mr. W. H. RENNIE, the late Auditor-General of Hong Kong, who has received the same appointment at Ceylon, was a passenger by last mail *via* San Francisco, and is now *en route* to London. It is still, however, very doubtful if Mr. RENNIE will take up the Ceylon post.

THE appointment of a successor to Mr. ROSS BROWNE as United States Minister to China has been announced by telegram from New York to be Mr. FREDERICK LOW, the Governor of the State of California.

LOSS OF THE P. AND O. STEAMER "CARNATIC."

We publish Captain Jones's account of the loss of the steamer *Carnatic*. It is evidently written under a disadvantage, and we think allowances should be made for a report written under such circumstances; but *The Times* makes no such allowance, and very roundly condemns the conduct of the captain in detaining the passengers on board until she parted, causing the loss of many lives. It bases its strictures on the written statement of a passenger whose name is not given. It is well known to old travellers in the Red Sea that landing on one of its islands unprotected from that dreadful sun which seems to enter one's very brain, is the last thing to be done, and so long as a ship will hold together there is far less misery in her than on one of these barren islands. We do not agree, therefore, with the sweeping condemnation of *The Times*, and we believe that evidence will be forthcoming to show that there was no probability of the vessel taking that sudden lurch which parted her, and engulfed the hapless passengers and crew. It was one of those unaccountable catastrophes which belong to the sea, and could not be anticipated. The best judges of the sufferings on an island in the Red Sea are the passengers wrecked in the *Alma* and landed on a reef. We venture to say that had one been on board the *Carnatic* the advice would have been to "stick to the ship" so long as she held together, especially when the landing was so close, and could apparently be reached at any required moment. That fright should overcome all judgment, and lead to a general desire on the part of passengers and crew to quit the ill-fated ship is of course natural, but it is for the captain and officers to put on a calm, yet determined front to the position, and prevent general panic and the enhanced miseries which generally follow. Had the efforts to get the vessel off the reef been successful it would unquestionably have been the best thing for the passengers as well as the owners, and we cannot see that Captain Jones was regardless of their safety in his efforts to save the ship. If any fault can be held it was that of the passengers in their own decision to remain on the ship. This is admitted by the letter we have alluded to, and which we append:—

The disappointment of the passengers was very great when they were told they would not be put on shore, as they had all anticipated. They were fortunately only about thirty in number, of whom three were ladies, and one was a little child, so that one boat would easily hold all. The crew commenced lightening the fore part of the ship by throwing over cargo, and endeavoured, fruitlessly, to pull her off the reef by putting out an anchor ast, which, however, would not hold in such deep water. It was obvious, in fact, that, having glided smoothly up the coral at full speed, the larger portion of her weight rested on the ground, and that no available force could ever move her off again. As the murmurs against being kept on the wreck grew louder, the captain after dinner called the passengers into the after cabin, and explained that his motive for not having sooner addressed himself to any of them was his desire to take every measure for the salvation of the ship, which he still trusted would be got off the rocks, and he recommended the passengers to choose a committee to confer with him as to the measures he had taken, adding his recommendation that he thought it much better to remain on the wreck. A committee of three was chosen, to whom he explained that he had put two an-

* The trains from Brindisi to Susa, at the foot of Mont Cenis, occupy twenty-four hours, and over the pass by the Fell Railway, five or six. Rome, or any part of Italy, can be reached from Brindisi.

chores forward on to the reef to prevent her sliding into deep water, and was employing the pumps in keeping the after compartment dry. By this time she had bumped a hole in her side, and the fore compartments were full of water; the engine compartments were dry, but there was a constant leakage into the after cabin, some of the berths being awash. These explanations reassured the passengers, who, seeing that it was too late to effect a landing by daylight, resigned themselves to passing another night on the wreck.

During the night a great change for the worse took place—the leak in the after saloon increased seriously, and chairs and seats were awash at the further end. The water slowly gained upon the pumps, and got into the stoke-holes and put out the fires, stopping the engines. The waves began also to break over the after taffrail. As daylight broke it was evident the ship would in a few hours be full of water from stem to stern, and might any moment slip down off the reef. The passengers were all ordered on to the fore-castle, as there were signs of straining below deck near the engines. The crew continued to throw over cargo, and hoisted sails on the foremast to keep her from sliding back; they also lowered the yards from the mainmast. Boats had previously been got alongside, with a little water and provisions, in case of emergency. During all these long hours of gradually increasing danger the island lay refreshingly in sight, close at hand, the water between being in a state of dead calm from the protection of the reefs, but, to the astonishment of everybody, no attempt was made to man the boats or put the passengers on shore. The committee had been badly selected, for it comprised amongst its three members the only two persons on board who were in favour of remaining on the wreck, and its action was therefore paralysed. The passengers, behaving with wonderful presence of mind, could do nothing but exchange murmurings against the captain, and calmly await the result. At seven o'clock a fresh leak sprang in the main saloon, which began to fill rapidly with water, and by nine o'clock the water inside and outside the ship was pretty nearly on a level. The stern had sunk considerably, and it was reported that while bumping from side to side she had worked herself six feet down the slope. Although she was now virtually a waterlogged wreck, no attempt was even now made to put the mails and passengers on shore. By eleven o'clock the wind had freshened considerably, and the waves becoming rougher strained her so that she began to get hogged, and her stern sank under the water, so that her quarter deck was all awash with deck chairs, seats, hatches, &c. The order was now given to take to the boats, and the passengers, who had waited nearly two days and nights with their little bundles of valuables by their sides, began instantly to crowd down off the fore-castle and to enter the boats. But the order had been given too late, for the gallant vessel had only five minutes to live. The boats had kept alongside with a man or two in them, and the three ladies and a little child entered them, together with four or five other passengers. The vessel was now settling down fast, each wave reaching further and further up the decks, and before the last of the ladies had been fairly got into a boat, the vessel parted clean in two amidships, with a noise like thunder, and the after part glided down into deep water, leaving an immense gulf in the waves as it disappeared. The fore part of the steamer rolled over first to starboard and then to port, finally settling down into deep water, but with her foremast and part of her bulwarks still above water. The crash was instantaneous, and as the crowd of passengers was descending in close file to the boats just as she separated beneath their feet, the majority of them fell, together with an immense mass of cargo and luggage, into the water just as the returning wave from the sinking vessel came back on the top of them, and for a few moments formed one struggling mass of human beings, mixed up with sheep, fowls, boxes, barrels, cargo, and deck lumber of every description, whirling about in inextricable confusion. By degrees the agitation of the water subsided, and those who were fortunate enough to escape were seen struggling up the rigging or swimming ashore among the wreckage. Numberless deeds of gallant daring were now done, the survivors rendering assistance to those who were still in the water, and in many cases when they were too exhausted to help themselves.

The boats were at once taken possession of by the Lascar crew, who, though they had hitherto worked very gallantly, now lost discipline and consulted their own safety; but they were soon brought back, and picked up those who were still floating or clinging to the rigging, and it being now high water the boats were floated over the reef and made their way to the island of Shadwan, where darkness came on before all were disembarked.

On mustering together it was found that twenty-six souls were lost, of whom about fifteen or sixteen were Europeans; and there was enough water and food on shore to last about two days on short allowance, the total number being about 200 souls. There was one signal rocket, but no means of producing a light. The *Sumatra* was known to be due, and great anxiety was felt lest she should pass us in the night without our having the means of gaining her attention; fortunately one of the passengers discovered a few dry matches, and at this moment the *Sumatra* was even passing. A boat had just started with the one rocket to intercept any passing vessel. Some bales of cotton cloth which had washed on shore were opened and fires kindled along the beach. At the same time the rocket was thrown up from the boat, and happily answered from the *Sumatra*. The commander, Captain White, knowing that on such a dry and barren rock no one would make fires except as a signal of distress, at once steamed in to the rescue, and took on board all the passengers at once, and the next morning rescued the remainder of the crew and took them to Suez.

The behaviour of the passengers and officers was admirable throughout, and the passengers worked as hard as the sailors, both at the capstans and deck work and in the boats; but the central figure in the scene was Mr. Wyatt, the first officer, whose untiring energy and activity throughout the whole disaster was the theme of constant admiration and remark, and when the final catastrophe came he crowned the whole by refusing to go ashore in the boats, and leaping out to the

rescue of those who still remained near the wreck. Others of the officers and crew also performed similar acts of daring—one man in particular, while the vessel was crashing under his feet, cutting off the rope by which the boats were fastened to the ladder to prevent their being drawn under with the wreck. As the *Carnatic* had a valuable cargo of copper and a considerable sum in bullion, it is probable that some attempt will be made to recover a portion of her cargo.

STATEMENT OF THE CAPTAIN.

The Secretary of the Peninsular and Oriental Company has received the following letter from Mr. Jones, the commander of the *Carnatic*, reporting the circumstances under which that vessel was lost:—

It is with the deepest regret that I have to inform you of the total loss of the *Carnatic* on the north edge of the Shadwan Reef, with a most deplorable loss of life attending it. A brief telegram of the sad event was sent you by Mr. West immediately on arrival of the *Sumatra* at Suez with all the passengers, officers, and crew that were saved from the wreck, and picked up off Shadwan by that steamer. I will endeavour, in the short time before the mail leaves, to furnish you with as full a statement as I can of all that happened from the moment of leaving Suez till we were picked up by the *Sumatra*. I have no record of the circumstances, my memoranda and everything having been lost. The *Carnatic* left Suez on the 12th inst., shortly after 10 A.M., for Bombay, with a full cargo, the mails, twenty-three first-class passengers, and eleven second-class. On arrival off Jubal Island a strong current must have set the ship to the westward; afterwards, at 12.50 A.M., Jubal bore W., and Ushraffee light N. 47 W. At 1 A.M. I had hauled the ship out S. 51 E., keeping a good look-out myself. About eighteen minutes afterwards I suddenly observed breakers on the starboard bow, and instantly ordered the helm hard a-starboard; when I saw no chance of clearing the breakers extending ahead, and the ship taking a long time to answer her helm, I reversed the engines full speed astern, but the ship struck on the reef a few minutes afterwards. Every effort was made at once to get her off. The ship was dry and made no water. Exertions were continued. Between eight and nine o'clock of the 13th she commenced to make water forward, and it increased up to noon, when I saw there was no chance of getting her off without assistance. The boats were all lowered immediately and moored along her side ready for service. Sounded wells every fifteen minutes. All pumps were set on, and the engines kept moving to work the bilge injections. Before this time cargo had been thrown overboard to lighten the ship, anchors got out astern, and every exertion made to move her off. When I perceived it was hopeless, from the quantity of water she had made forward, and being aground from abaft the funnel to the bows, I considered it advisable to keep her on the reef. The engines were turned ahead, and all pumps kept at work. Both bower anchors let go with a short scope of cable, and more cargo thrown overboard. The soundings round the ship at this time being eleven feet under the bows, twelve feet abaft the funnel, nine and ten fathoms at the gangway, and eleven and fourteen fathoms under the stern, coral bottom. All the boats were watered and provisions got up ready. About this time (6 P.M.) there was a light breeze and fine weather, and the ship was lying perfectly steady. I called a muster of all the passengers, and explained the situation we were in, asking them to form a committee out of their number of those they thought most capable to examine into and judge the state the ship was in. They cheerfully acceded to my request, and formed a committee. Myself and the chief officer pointed everything out to their attention, and without the slightest hesitation they decided it was the best plan to remain on board, as it appeared impossible that the ship could move or be in any danger unless a gale sprung up, which was considered unlikely at this season. The *Ncera* and *Sumatra* were both expected to come in sight the next day, and would take them off. The boats were kept ready alongside, and I never left the deck an instant. At midnight the water in the forehold was the same, and at about level with the floor of the tunnel. Shortly after 2 A.M. they were short of steam, and the engines stopped, the coal exit had jammed below, and before they could be supplied by hoisting it on deck out of the bunkers the water gained and put the fires out. There was not much increase till some time afterwards, but I desired that every one should go on the fore end as a precaution. At daylight there was a moderate breeze and fine weather, the foretop-sail, foresail, and jib were set, and the sheet anchor let go. Provisions were put in the boats, and the crew standing by, I did not apprehend anything serious, except the water increased aft. At ten A.M. the boats were piped away. I assisted two ladies, a child, and stewardess in first, and the remaining passengers were getting down without alarm into the boats, when the ship suddenly slipped down stern foremost, heeling over and leaving the fore part only out of the water. I was standing on the edge of the forward gangway when the unfortunate catastrophe occurred, seeing everyone into the boats. I was jerked, and slipped overboard. On rising I was hauled into one of the lifeboats, which I took charge of at once, and landed the people out of her on the reef. Previously to this the other boats had made for the reef, and landed the people in them. My crew in the lifeboat were not strong enough to launch her back through the breakers, so I took the jolly boat, which had just come on shore, and with the carpenter, a quartermaster, and two men, I made for the wreck, and took off six people with the chief officer, who I wanted to help with another boat. We were swamped and capsized going through the breakers, but got on shore all right. I then launched the mail boat, and with the chief officer, fourth officer, carpenter, gunner, one quartermaster, and three Chinamen, brought off from the wreck seven more, who were safely landed. I then went off again, leaving the chief officer to take the first cutter, which the third officer was trying to launch. I got off again, the first cutter following, and took off all who were left on the wreck, proceeding in the two boats to leeward of the reef, and moored in smooth water. I had the other boats brought over, and started with all the people left for Shadwan, and landed safely about

six p.m. A look-out was kept, and shortly before eight p.m. a steamer was reported in sight. The chief officer was on the point of starting to cruise about during the night. I lost no time in sending him off. Signal fires were lit, which attracted the *Sumatra's* attention, and the chief officer having pulled alongside, reported our situation. Boats were immediately sent from the *Sumatra*, and all the passengers were got off without loss of time. Before we could launch our boats, which had been hauled up some distance for safety, the surf rose suddenly, and though several attempts were made, the boats were swamped and stove; the men were quite exhausted, so that further attempts had to be given up. At daylight the surf was much the same, and the boats were nearly all disabled in trying to launch them. Ultimately I had to send all hands off in a lifeboat with a life-line from the boats to the shore. I was dragged last through the surf in the same way. All arrived safely alongside the *Sumatra* at ten a.m., when she proceeded on her way to Suez.

(THE TIMES, SEPT. 29).

The *Carnatic* left Suez on the forenoon of the 12th of this month. It was on the point of emerging from the Gulf, with its group of islands, into the Red Sea, when in a moment it slid up a coral reef, as a pleasure boat is run on the beach at an English watering-place. The reef is well known, and the captain himself was keeping a look-out which he describes as "good." The sea was still, the night was starlight, and a lighthouse was visible hard by to show the general position; but the only explanation he vouchsafes of the catastrophe is, that on arriving off the neighbouring Jubal Island "a strong current must have set the ship to the westward." Considering that parts of the Gulf are a network of rocks, and that strong currents are ordinary incidents of those waters, passengers for India will hardly be reassured by being thus given to understand that a strong current is treated by British seamen as a kind of fate which is neither to be resisted nor foreseen. But what followed leaves no room for surprise about the preliminaries. The *Carnatic* was hard and fast on a reef at the entrance of the Gulf of Suez; but if there are reefs there are also islands lying within them, and the Island of Shadwan was a refuge only four miles and a-half distant. For some time after the *Carnatic* struck to have reached the shore would apparently have been little more than a pleasure trip. There was only a light breeze, and the reef kept the waters between "in a dead calm." The passengers, thirty-three in number, were prepared, and, it is stated, with but two exceptions, eager to leave; but all through the remainder of the night and the next day till towards evening they waited on deck for the order to loose the boats anxiously and in vain. At length their murmurs compelled the captain to consult a committee of three selected by them. His own avowed opinion was that the ship was safe, and the committee endorsed his view. By this time in any case it was grown too late to effect a landing, and for yet another night the passengers waited, with their little parcels of valuables by their sides, the pleasure of the winds and waves to wash the wreck off the rock. The vessel had not been all this time motionless, though fixed fast. It had been flapping helplessly up and down on the coral, and a leak had sprung in the side of the after saloon. During the night the water rose and put out the fires, thus stopping the engines. By morning a fresh leak had sprung, and by nine o'clock, as our correspondent's graphic description shows, the water inside and outside was nearly on a level. Still the passengers waited for the order to leave, and still in vain. By eleven o'clock the wind had risen, the sea had roughened, the stern of the *Carnatic* was below the surface, and then at last the signal was given to take to the boats. Three ladies and a child had but just embarked when "the vessel parted in two amidships with a noise like thunder, and the after part glided into deep water, leaving an immense gulf in the waves as it disappeared." The fore part rolled to and fro, and then settled down, too, into deep water, the returning wave from the sunken after part overwhelming the whole remaining number of passengers, with sheep and fowls, cargo and luggage, and fragments of the wreck in one confused, seething mass. That twenty-six persons, fifteen or sixteen of whom were Europeans, perished in the whirlpool seems far less wonderful than that the rest should have escaped. It is only just to officers and crew to say that they must have displayed much courage and devotion to effect even such a salvage.

Persons who embark on distant voyages may be supposed prepared for the contingencies of storms and tempests. But here the sea was calm. If they explore unknown waters, they consciously run the risk of shoals and rocks. But the Gulf of Suez has been surveyed and mapped out till the locality of not a reef in it is unknown. They know they are still at the mercy of the carelessness of a fellow-passenger who may let a spark fall, or of a master who may have laid his account with cheating the underwriters. But never were lives of passengers lost at sea by an agency less within the power of themselves to compute or provide against than in this woful calamity. The figure of the Captain stands alone in the foreground of the picture. Vessels are often wrecked from the neglect of captains to exercise due supervision; but here it was the Captain's supervision which did all the mischief. We pass no judgment on the original accident. How far that might have been avoided by better seamanship on the part of any of his officers, or was due to want of seamanship on his own part, will be investigated by experts. But his narrative, and the very interesting account by a passenger which we publish, furnish means for forming a view on the manner in which he exercised his discretion subsequently. The two stories do not contradict each other. The only difference between them is that the Captain's tale omits certain particulars which the passenger's letter supplies. It is perfectly clear from both that no loss of life need have occurred had the boats been resorted to on the morning after the wreck. The sea was then tranquil. There may have probably been a certain amount of surf off shore; but even Captain Jones does not refer to that as having constituted a justification of delay. It is charitable to suppose that one reason for his persistency in lingering on board till it became a question of minutes when the vessel should become waterlogged and heel over may have been the

greater certainty that they would be seen by passing ships and rescued than if they quitted the reef for the island. But it would have been absurd to apprehend they could be overlooked on an island in a sea which is so beaten a thoroughfare as the Red Sea, and with the abundant materials they might by forethought have provided to attract attention. The true motive was undoubtedly that which our correspondent declares Captain Jones himself to have mentioned as an excuse for his original reluctance to ask his passengers' advice. It was that he desired "to take every measure for the salvation of the ship, which he still trusted would be got off the rocks." The hope to which this faithful servant of his company, but very unsafe guardian of the lives of passengers, clung probably was that the *Sumatra* might come up in the course of a day or two, and aid in making the *Carnatic* seaworthy and dragging her off the reef. In the meantime, only by the combined energies of the whole crew, by putting out anchors, setting sails, keeping the engines going and the pumps at work, was there, he knew, any chance of preserving the vessel steady in its place. The departure of the passengers would both have robbed him of some stout arms, and, besides, have taken the heart out of the crew's efforts. Captain Jones's first thought was of his ship; his passengers were only his second care. We cannot admit that the concurrence of a committee of the passengers in his recommendation to remain in the ship diminishes his responsibility. Our correspondent affirms that two gentlemen who formed a majority on the committee were the sole passengers in favour of staying, and, if this were so, the captain was certainly not entitled to let their opinion, whatever it might be, on a subject like this, overrule that of the rest. But even if this supposed eagerness of the mass of the passengers to go ashore be an afterthought, at least Captain Jones does not allege that he consulted the committee and obtained their approval of further delay at two on Tuesday morning, when "the water had gained and put the fires out." They would be hardly likely, we should surmise, to have felt then sufficient sympathy with Captain Jones's love for his ship to decide, as they did earlier, and "without the slightest hesitation, that it was the best plan to remain on board, as it appeared impossible that the ship could move or be in any danger unless a gale sprung up." But, however fervent their approval, and however unanimous might have been the acquiescence of the passengers at large, Captain Jones's responsibility would have continued just as great, just as entire. A captain of a ship on these occasions, like a general calling a council of war, may gain useful hints and secure a more cheerful co-operation; but it would be a very dangerous doctrine to hold that he could by such devices either abdicate or even share his responsibility.

Perhaps Captain Jones may be able to give a more plausible explanation to the public than he has thought it necessary to give to his owners of his delay in taking to the boats. From the accounts we have it does not appear that there would have been any real danger in reaching the shore for some time after the *Carnatic* struck. The enterprise was accomplished later without loss of life under far more difficult conditions. As yet the reasons he has suggested imply a care only for the ship's safety. He appears to have deliberately staked the lives of his passengers and crew on the hazard of the *Sumatra's* arrival before the wind rose. The loss of life which eventually occurred occupies but a casual place in his narrative. But for a single line in the opening sentence a reader might have supposed that all had been saved. Even, however, had no lives been lost, we should still have required special justification for a resolution which forced a mass of helpless passengers to endure the horror of watching, during two nights and a day, the waters creeping up higher and higher, while they were tantalised with the spectacle close at hand of a certain and obvious means of escape of which they were barred from availing themselves. On a route like that to India Great Britain cannot afford to pardon an economy which would try to preserve a ship at the chance of losing lives. Every Peninsular and Oriental Company's servant must be taught that his first duty is to his passengers, and that nothing is precious enough to be suffered to challenge a comparison with their safety.

OUR TELEGRAPHIC EXTRA.

The Telegraphic Extra to *The London and China Express* can be obtained at the following agents. Subscription: \$6 to subscribers to *Express*, and \$12 to non-subscribers. The Extra contains the latest telegrams on political and general news, quotations of shares and exchanges, market reports, shipping arrivals, &c.; also latest quotations and shipping from Bombay and Calcutta, sent by special telegram to Galle, for the departure of the steamer to the Straits, China, and Japan:—

Singapore	...	JOHN LITTLE and Co.
Penang	...	SANDILANDS, BUTTERY, & Co.
Saigon	...	RIBEIRO and Co.
Batavia	...	HUNTER, HOUGHTON and Co.
Samarang	...	DE GROOT, KOLFF and Co.
Sourabaya	...	GRINBERG BROS.
Anjer—Straits of Sunda	...	G. SCHUIT.
Manila	...	MICHELL, BARNARD and Co.
Hong Kong	...	MORRIS and Co.
Amoy	...	BROWN and Co.
Foochow	...	HEDGE and Co.
Shanghai	...	H. FOGG and Co.
Hankow	...	MCGREGOR and Co.
Tientsin	...	JAMES HENDERSON.
Nagasaki—Japan	...	PIGNATEL and Co.
Yokohama	...	E. C. KIRBY and Co.
Osaka and Hiogo	...	E. C. KIRBY and Co.

LONDON OFFICE, 2, COWPER-COURT, CORNHILL.

THE LATE CONSUL GIBSON.

In addition to the many eulogiums which have appeared in our columns on the conduct of the late Mr. GIBSON at Formosa, based chiefly on correspondence from the spot, we have now to add the tribute of Mr. HUGH MATHESON. It is seldom, indeed, that Mr. MATHESON appears in print, and he must have felt strongly the injustice cast upon Mr. GIBSON by the Foreign-office to induce him to do so. Mr. MATHESON has, fortunately, also allowed his pen to run on to an expression of opinion as to the wretched policy of the present Government towards China, and we rejoice at such an authority in support of the principles we have advocated, in common with those who know and understand China and the Chinese. Mr. MATHESON says:—

I have no desire to be hard upon Lord Clarendon. Being personally unacquainted with the Chinese, and failing to realise to the full their unquestionable duplicity, he had been greatly influenced by the plausible misrepresentations of Mr. Burlingame, and I trust sincerely it is not too late for the Government to adopt instead the sounder views of our present able Minister, Sir Rutherford Alcock.

The remarkable success of Mr. Gibson's proceedings in obtaining the punishment of wicked and persecuting mandarins was appreciated quite as highly by the Chinese population as it was by the British community, and a reign of something like justice had begun, which was unhesitatingly attributed to the straightforward, upright, and consistent conduct of this admirable and excellent man.

The tidings of his recall from Formosa, and the severe animadversions upon his conduct made in England in high official quarters, proved a crushing blow to Mr. Gibson. The iron entered into his soul. Conduct which for its skill, its rectitude, its considerateness, its patience, its firmness, and every noble quality that could distinguish a British officer, plainly merited commendation and honour, and which, moreover, was so signally successful in restoring the "reign of law" and promoting peace and harmony among all classes, was visited instead with severe censure and degradation.

I cannot close without repeating my own deliberate conviction, shared by almost every one who has had any acquaintance with the Chinese, that the recent policy of our Government in its intercourse with the Government of China is a mistake, all experience having shown that in dealing with Chinese officials nothing can be gained and no progress made without firmness, and nothing that has been gained can be kept without firmness. And he will be the most successful representative of Great Britain in China, and the most influential as well as respected and honoured, who firmly insists upon the proper fulfilment of treaty obligations, and who is constantly prepared firmly to demand prompt redress for studied and intentional breaches of national rights.

Foreign Intelligence.

HOLLAND.

(FROM OUR OWN CORRESPONDENT.)

ROTTERDAM, Sept. 30.

Both the First and the Second Chambers of the States General have issued addresses in reply to the Speech from the Throne, and, as usual, they were only echoes of the Speech itself. The Minister of the Financial Department has laid his budgets before the members, with regard to which I have nothing to add when I have stated that the Minister was obliged to communicate the fact that there is a deficiency, the total receipts amounting to 85,456,583*fl.*, and the expenditure to 96,228,916*fl.* 91*c.*, leaving a deficit of 10,772,333*fl.* 91*c.*, which will this year be covered by Treasury bonds, while next year the Minister will propose to raise a loan, the amount of which is not yet fixed. Notwithstanding that the Conservatives are crying out that we are on the eve of a State failure, there is nothing in the Minister's statement to create uneasiness, because the deficit of ten millions is owing solely to the completion of the railway system, for which purpose a hundred millions were expended without borrowing one cent. India has produced this enormous amount, and still our Tories are trying to demonstrate that the Liberals are ruining the Fatherland, now that they propose measures tending to improve the condition of India. As I said in a former letter, Mr. De Waal has proposed to fix the annual contribution of India at ten millions. In his budget speech the Minister Van Bosse also announced some changes, namely, the abolition of the licence-tax, to be counterbalanced by a tax upon tobacco. Both the Liberal and Conservative papers disapprove of this proposal, and it may be predicted that it will not pass the Chamber.

The *Rotterdam Courant*, a Conservative paper, has set a rumour in circulation that Mr. van Bosse is to be appointed Governor-General of the East India colonies, and that Mr. Myer will be immediately recalled. Notwithstanding that this rumour has not been contradicted, I do not think that it is true. Another paper of that party, *De Noordstar*, has stated that the Minister of the Foreign Department will resign, and that Mr. Cremers, Mr. van Lanaberge, or Professor Asser will have the portfolio. Still another *on dit*, which, perhaps, deserves no more belief, is, that the Minister of the Colonial Department intends to appoint Mr. O. van Rees a member of the Council of India. The Conservative papers, which set this last rumour in circulation, add expressions of their disbelief in its correctness.

The Minister de Waal has asked for a credit of f.317,916, in order to establish a steam line between Padang and the harbours of the west coast of Sumatra. He hopes that this measure will tend to improve the trade of Padang. No credit is asked for the steam line between Java and Australia.

The Second Chamber has elected as their president the Liberal deputy, Mr. Dullert. It is probable that in the place of Mr. van Reenen Mr. Pynappel will be elected M.P. at Amsterdam.

H.R.H. Prince Henry will assist at the opening festival of the Suez Canal.

In Amsterdam and Almelo some riots have taken place, but they were not of a serious character.

PRODUCE MARKETS.

COFFEE.—The Dutch Trading Company's public auction on the 22nd (briefly noticed in our last), at which 129,243 bales were offered, went off most favourably. The demand was very animated, and from 4*c.* to 2*½c.* was paid above the valuation. The quotation for good ordinary Java is now 35*½c.* to 36*c.*, and for good ordinary greenish 34*½c.* to 35*c.* This result has given the more satisfaction, because the market was extremely inactive before the auction. The private transactions include 645 b. Padang, ex Maria Sarah, at 40*½c.*; 1,000 b. Java, at a price that did not transpire; and 570 b. Java, ex County of Bute.

RICE meets with a good demand; 5,500 b. Rangoon, ex Berend, were sold at 5*½f.*; 8,300 b. Bassein, ex Amity, at 5*½f.*

SPICES.—For fine qualities there is some demand for export; 23 casks Nutmegs, 40 casks and 8 chests Mace, ex County of Bute, County of Berwick, and Bezoekie, sold at prices that did not transpire. The market remains firm. The stock of Pepper is nearly exhausted. The nominal quotation in second hands is 24*½c.* to 25*c.*

SUGAR (RAW).—On the 23rd inst. 28,310 mats Java were offered in public auction by the Dutch Trading Company, and the whole quantity was sold; for the brown qualities an advance above the July prices was paid of 3*f.*, and for the yellow and white of 3*f.* to 1*f.* The greater part of the quantity was bought by refiners. The market closes with a very good tone. Since the auction 510 mats Passaroecang, floating per Jupiter, No. 12/14, new crop, at 4*f.* under the value of the auction. The stock of Raw Sugar is 35,963,826 kilo.

TOBACCO (JAVA).—There are no transactions to report. The auctions will take place early in October.

DRUGS.—Camphor without transactions, there being no buyers, on account of the important quantities afloat for the Trading Company. Cubebs dull, notwithstanding that the article can be bought at very low prices. Cassia Fistula meets with a good demand, and nothing can be bought under 9*f.* Cassia Lignea: Stock nearly exhausted; 76*½c.* is the actual quotation. Cocanoot oil Soap is quoted 185*c.*, but nothing is offered. Preserved Ginger firm, owing to want of stock. Java Vanilla: 29 chests imported by the Bezoekie will shortly be offered in auction; the valuation is from 4*f.* to 10*f.* per ¼ kilo. For Japan Wax there is somewhat more demand; the quotation is for A, 50*f.*; B, 48*f.*; D, 44*f.* The Trading Company has a stock of 4,397 chests.

RATTANS.—340 piculs, ex Bezoekie, and 151 piculs, ex County of Bute, have been sold.

INDIGO.—Great firmness still prevails in the market; 246 chests private import have changed hands at an advance of 20*c.* to 40*c.*

KAPOK.—300 bales uncleaned, and 135 bales half cleaned were sold at prices that did not transpire.

ARRACK.—47 casks ex Gerard Pieter Servatius, 10 casks Batavia, 53 casks Indramayo, ex Equator, and 479 casks Sourabaya; 248/1 and 115/2 casks, imported also by the Equator, were offered by private tender, but were not sold.

MONEY AND STOCKS.—The market is very dull, and business is unimportant. Netherlands Bank, 235*½f.*; Trading Company, 116*½f.*; Rotterdam Bank, 81*½f.*; Dutch Two-and-a-Half per Cents., 53; Three per Cents., 61*½f.*; Four per Cents., 61*½f.*

P.S.—OCT. 1.—The sale of Tin to-day went off at 74 to 74*½f.*

SHIPPING INTELLIGENCE.

ARRIVALS.—September 22, at Brouwershaven, from Rangoon, Jupiter; from Bassein, Alice Tainter; at Texel, from Rangoon, Bartholomeo; 24, at Brouwershaven, from Batavia, Schiedam; at Texel, from Padang, Jan van Brakel; from Rangoon, Norenside; from Bombay, Kurrachee; 25, at Hellevoet, from Rangoon, Berend; at Zierikzee, from Batavia, Marie; 27, at Texel, from Kurrachee, Empress Eugenie; at Zierikzee, from Batavia, Triton.

LOADING.—For Batavia, Noach III., Cornelis Wernard Eduard, Jonge Cornelis; for Macassar, Neerland's Vlag; for Melbourne, Cornelis Gips; for Samarang, Friesland; for Shanghai, Mexicana; for Singapore and Hong Kong, Isaac da Costa; for Sourabaya, Jonge Jan.

PASSENGERS INWARD.—From Java, per Batavia: Mr. C. J. Morel and family; per Schiedam: Messrs. A. W. J. Lina and family, L. J. Boyer and family, H. du Croo, A. E. Hanson, H. W. Wymann; per Marie: Messrs. Hoog and family, Kramer and family, Mrs. van Oren and family, Verkonteren and family, Miss Wertheim; per Triton: Messrs. Boogaard, Serié and family, Thepass and family, Knechtmans, Mrs. Anemaet, Kunneman and family.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homoeopathic preparation of Cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately-flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the trade only in 4 lb., 2 lb., and 1 lb. tin-lined packets, labelled—JAMES EPPS & Co., Homoeopathic Chemists, London.—ADVT.

Monetary and Commercial.

The various telegraph schemes for carrying on communication with the Straits and China (and which we may describe as the Read-Patterson scheme through Siam, the Kresser-Pollard scheme by Saigon, and the American Pacific line, all of which we have fully described during the past few months) have not yet assumed the shape for launching for general subscriptions. The direct light Varley cable, from Ceylon to the Straits, styled the India, China, and Australian Submarine, is at present the only one on the market, and it is still doubtful if the capital for the first section has been subscribed. The times are not propitious for companies, the break up of the Albert and European Insurance offices having again checked confidence in boards of directors, their managers, and secretaries.

At the fifth ordinary general meeting of the shareholders in the National Bank of India (Limited), held, on the 28th inst., at their offices, No. 80, King William-street, City, the report of the directors, of which a summary appeared in our last issue, and which recommended the payment of an *ad interim* dividend at the rate of six per cent. per annum, carrying forward £8,777 0s. 8d., was unanimously received and adopted. The Chairman, Mr. W. S. Fitzwilliam, stated that the progress of the bank was most satisfactory, and that its business was steadily increasing.

The prospectus of the Great Oceanic Telegraph Company (Limited) has been issued. The object is stated to be to establish a cheaper system of ocean telegraphic communication. By means of light cables, containing "no perishable materials in their construction," the promoters contend that they can "release the telegraph world from its utter dependence on a *Great Eastern*," and at the same time effect, as compared with the existing heavy cables, a saving of 40 per cent. on first cost, with extra working capacity. In the first instance, it is proposed to carry a direct line from the south-west coast of Ireland to Sable Island and Halifax, Nova Scotia, which is in complete telegraphic communication with New York and America generally; and the company proposes to commence with a uniform rate of 1s. 6d. per word, or 15s. for a message of ten words, with 7s. 6d. for every additional five words, being about one-half the present charges. The construction of the main line from point to point is estimated to cost £450,000. The present capital of the company is to be £600,000, in 30,000 A shares and 30,000 B shares of £10 each, the A shares being guaranteed a preferential dividend of 10 per cent. by the B.

Advices from New York state that the "Western Union Telegraph Company" are making efforts to induce the Government to take over and work their lines in a similar manner to our own Government. At present the company has 3,462 stations, 52,099 miles of poles, and 104,584 miles of wire, which traverse every State and Territory in the Union except Minnesota and New Mexico. The receipts last year were equal to about £1,460,000, and the net revenue was about £550,000, or about 6½ per cent. on the capital stock. The company, it appears, contend that the terms at which the Government should buy them ought to be calculated on the assumption that a 10 per cent. stock may be considered worth par, and that their stock paying 6½ should be taken over at 65.

A new undertaking is announced under the title of the Home and Foreign Telegraphic News Company (Limited). It is suggested by a desire to take up the "intelligence department" of the Electric and International Telegraph Company, which will not be continued by the Post-office authorities when the Electric Telegraph system is transferred to them. The services of a portion of the working staff of the present agency are to be retained, and it is stated that the system is to receive a considerable extension, both at home and abroad. The capital proposed is £20,000, in 4,000 shares of £5 each.

The *Manchester Examiner* mentions the failure of Messrs. Hague and Penny, of Moor-hall Mill, Preston, with liabilities of £20,000 to £25,000; also that of Mr. Luke Isherwood, of Rochdale, yarn agent, for a small amount.

The prospectus of the Ceylon Gas Company, which has been in circulation for capital in Ceylon, will shortly be put on the London market.

A meeting of the Oriental Bank Corporation is called for the 28th October, when a dividend of 30s. per share will be declared, equal to 12. per cent. per annum.

The amount of bullion by the P. and O. Company's steamer *Bangalore*, from Southampton, on the 2nd inst., was—in gold, to Galle, £800; to Madras, £1,948; in silver, to Bombay, £10,000; to Hong Kong, £200; to Foochow, £960; to Shanghai, £3,450; total in gold, £2,748; in silver, £14,610.

BOARD OF TRADE RETURNS.

The Board of Trade returns for the month and eight months ending August 31 have been issued. The declared value of exports of British and Irish produce for August was £17,361,601, against £16,427,597 for the corresponding month of 1868, and £17,880,999 in August 1867. For the eight months the totals are £126,214,907, £116,777,023, and £121,056,913, in 1869, 1868, and 1867 respectively. These figures purport to show the large increase of £937,094, or nearly six per cent., in the declared value of our exportations, compared with the corresponding month of last year; but to most persons conversant with the state of commerce they will appear to carry their own refutation. For the eight months of the present year ended the 31st of August an increase of more than eight per cent. is represented to have occurred. As regards the month's imports, the statement of the "computed real value" of the principal articles is given as under: July, 1867, £19,221,633; July, 1868, £21,494,611; July, 1869, £20,960,848. And for the seven months ended the 31st of July, 1867, £128,989,619; July, 1868, £132,352,276; July, 1869, £128,023,486.

We annex a summary of those figures which relate to our Import and Export trade with China and other countries in the Far East:—

IMPORTS.				
TEA.				
	1867.	1868.	1869.	
Quantity for the month ended				
31st August ... lbs.	2,556,993 ...	4,421,452 ...	5,597,663	
Quantity for the eight months				
ended 31st August lbs.	67,678,398 ...	71,824,605 ...	73,246,248	
Value for the month ended				
31st July	£214,695 ..	£164,922 ...	£109,694	
Value for the seven months				
ended 31st July ...	£4,740,020 ...	£5,142,538 ...	£4,904,777	
RAW SILK.				
	1867.	1868.	1869.	
For the Month ended 31st August.				
China... .. lbs.	— ...	— ...	—	
British India... ..	— ...	883 ...	—	
Egypt*	288,402 ...	687,818 ...	186,985	
Other Countries	295,159 ...	86,338 ...	59,630	
Total	583,561 ...	775,039 ...	246,615	
For the Eight Months ended 31st August.				
China... .. lbs.	26,957 ...	50,024 ...	249,348	
British India... ..	— ...	18,073 ...	4,417	
Egypt*	2,827,626 ...	2,551,361 ...	1,784,548	
Other Countries	1,316,953 ...	873,782 ...	434,621	
Total	8,671,536 ...	8,488,240 ...	2,472,934	
Value for the Month ended 31st July.				
China	£2,707 ...	£12,090 ...	£356	
British India... ..	— ...	— ...	—	
Egypt*	272,457 ...	58,744 ...	119,418	
Other Countries	96,870 ...	121,175 ...	66,278	
Total	871,534 ...	192,009 ...	186,052	
* In transit from India, China, and Japan.				
COFFEE.				
	1867.	1868.	1869.	
For the Month ended 31st August.				
Ceylon lbs.	8,817,567 ...	21,259,949 ...	10,705,514	
Other British Possessions	1,737,415 ...	7,334,066 ...	5,608,305	
Total from all parts	15,226,141 ...	38,454,173 ...	25,706,142	
For the Eight Months ended 31st August.				
Ceylon lbs.	53,945,198 ...	72,557,846 ...	54,672,868	
Other British Possessions	8,890,921 ...	17,554,978 ...	19,297,102	
Total from all parts	84,887,566 ...	115,688,381 ...	109,214,895	
RAW SUGAR.				
	1867.	1868.	1869.	
For the Month ended 31st August.				
Java & Philippine Islnds. cwts....	83,894 ...	88,506 ...	58,011	
Total from all parts	1,288,319 ...	1,162,985 ...	1,417,712	
For the Eight Months ended 31st August.				
Java & Philippine Islnds. cwts.	208,195 ...	517,032 ...	547,995	
Total from all parts	7,981,585 ...	7,661,906 ...	7,399,659	
HEMP.				
	1867.	1868.	1869.	
For the Month ended 31st August.				
Philippine Islands cwts.	9,982 ...	4,825 ...	5,738	
Total from all parts	129,079 ...	109,948 ...	130,960	
For the Eight Months ended 31st August.				
Philippine Islands cwts.	59,520 ...	95,281 ...	62,315	
Total from all parts	891,651 ...	493,570 ...	595,443	
RAW COTTON.				
	1867.	1868.	1869.	
For the Month ended 31st August.				
China cwts.	— ...	— ...	—	
British India	611,582 ...	509,851 ...	296,382	
Egypt	66,996 ...	37,374 ...	109,812	
United States	267,291 ...	87,751 ...	108,915	
Total from all parts	995,576 ...	764,920 ...	757,548	
For the Eight Months ended 31st August.				
China cwts.	4,707 ...	— ...	—	
British India	1,869,451 ...	1,532,743 ...	1,580,049	
Egypt	851,675 ...	820,647 ...	879,549	
United States	3,940,083 ...	4,345,188 ...	3,040,455	
Total from all parts	7,391,680 ...	7,500,221 ...	6,403,854	
CLEARANCES FOR HOME CONSUMPTION.				
	1867.	1868.	1869.	
For the Month ended 31st August.				
Tea from all parts lbs.	8,718,001 ...	7,815,748 ...	9,456,090	

Coffee from Ceylon ...	1,452,955	1,898,101	1,262,035
Do. from all parts...	2,566,327	2,888,419	2,360,288
Raw Sugar from Java & the Philippines ... cwt.	81,275	53,858	71,961
Raw Sugar from all parts ...	1,011,765	900,410	1,097,428
For the Eight Months ended 31st August.			
Tea from all parts ... lbs.	71,220,712	71,497,629	74,621,775
Coffee from Ceylon ...	13,868,553	18,420,551	11,058,909
Do. from all parts...	21,433,366	20,584,058	19,561,568
Raw Sugar from Java & the Philippines ... cwt.	805,796	531,962	517,489
Raw Sugar from all parts ...	7,716,184	7,345,162	7,499,857

The following were the quantities of the undermentioned articles remaining in the bonded warehouses of the United Kingdom on the 31st August, 1869, compared with the two previous years:—

Coffee... lbs.	40,266,276	62,216,713	57,647,597
Tea ... lbs.	75,456,771	64,250,505	70,057,276
Unrefined Sugar ... cwt.	8,378,244	2,435,962	2,441,411

EXPORTS.

COTTON YARN.

For the Month ended 31st August.			
To	1867.	1868.	1869.
China and Hong Kong	lbs. 882,300	564,175	181,100
Japan ...	365,000	387,260	180,400
Singapore ...	300,470	215,400	40,230
Ceylon ...	896	33,000	89,382
Total to all parts ...	15,365,614	14,494,338	15,823,767

For the Eight Months ended 31st August.			
To	1867.	1868.	1869.
China and Hong Kong	lbs. 4,725,848	4,388,981	2,826,960
Japan ...	1,927,800	2,073,470	3,421,372
Singapore ...	1,671,860	1,085,000	663,745
Ceylon ...	177,191	317,610	228,604
Total to all parts ...	105,718,155	114,202,518	113,179,219

COTTON MANUFACTURES.

For the Month ended 31st August.			
To	1867.	1868.	1869.
China and Hong Kong	yds. 20,098,329	28,404,196	15,478,235
Japan ...	1,215,140	2,530,480	387,100
Philippine Islands ...	2,194,000	4,026,130	2,925,600
Java ...	5,088,410	5,273,876	2,900,400
Singapore ...	5,809,110	5,792,715	5,185,158
Ceylon ...	656,513	2,146,640	1,612,678
Total to all parts ...	260,122,829	275,283,838	251,428,372

For the Eight Months ended 31st August.			
To	1867.	1868.	1869.
China and Hong Kong	yds. 100,677,827	202,994,852	202,015,674
Japan ...	15,684,624	14,829,028	11,684,167
Philippine Islands ...	25,354,272	22,877,150	18,177,489
Java ...	28,113,996	18,816,428	13,081,970
Singapore ...	46,677,953	41,019,215	42,776,490
Ceylon ...	13,083,486	17,406,391	14,793,805
Total to all parts ...	1,789,176,406	1,900,260,705	1,892,378,489

WOOLSTED STUFFS.

For the Month ended 31st August.			
To	1867.	1868.	1869.
China and Hong Kong	yds. 1,523,070	1,269,834	1,734,915
Japan ...	689,140	173,580	9,900
Total to all parts ...	25,089,026	26,395,217	24,573,787
For the Eight Months ended 31st August.			
To	1867.	1868.	1869.
China and Hong Kong	yds. 16,229,544	14,228,020	15,062,306
Japan ...	5,996,479	2,419,265	2,528,348
Total to all parts ...	143,212,487	154,153,984	176,552,574

WOOLLEN AND WOOLSTED CLOTHS.

For the Month ended 31st August.			
To	1867.	1868.	1869.
China and Hong Kong	yds. 185,350	40,832	183,930
Total to all parts ...	3,869,841	2,598,955	3,085,134
For the Eight Months ended 31st August.			
To	1867.	1868.	1869.
China and Hong Kong	yds. 1,008,325	1,421,894	1,593,343
Total to all parts ...	21,629,194	16,238,167	19,047,399

LEAD.

For the Month ended 31st August.			
To	1867.	1868.	1869.
China and Hong Kong	tons 629	270	1,348
Total to all parts ...	3,842	4,150	4,974
For the Eight Months ended 31st August.			
To	1867.	1868.	1869.
China and Hong Kong	tons 2,433	6,815	8,897
Total to all parts ...	18,176	30,536	32,495

The value of the Exports from the United Kingdom to the several ports and countries of the Far East for the month and seven months ended 31st July, 1869, compared with the corresponding periods of the two preceding years, is returned as follows:—

For the Month ended 31st July.			
To	1867.	1868.	1869.
China (exclusive of H. Kong)	£330,858	£654,080	£541,040
Hong Kong ...	196,059	299,406	226,571
Japan ...	104,181	82,997	123,449
Singap. & Straits Settlements	160,663	150,508	161,134
Ceylon ...	90,902	60,676	142,624
Philippine Islands ...	108,469	36,956	64,631
Java ...	100,220	7,947	1,025
Siam ...	—	—	10
For the Seven Months ended 31st July.			
To	1867.	1868.	1869.
China (exclusive of H. Kong)	£2,441,013	£3,573,322	£4,148,050
Hong Kong ...	1,163,206	1,373,274	1,237,032
Japan ...	920,978	587,772	923,729

Singap. & Straits Settlements	1,208,470	918,056	938,915
Ceylon ...	446,334	471,475	421,634
Philippine Islands ...	708,709	517,868	486,220
Java ...	779,786	410,905	297,424
Sumatra ...	—	2,517	—
Borneo ...	—	268	14,849
Siam ...	—	—	896

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices Oct. 2.
£10	Agra Bank, A shares ...	All	10½ to 11½
10	Do. B do. ...	—	3½ to 4
10	Do. Prov. Certificates ...	8	par to ½ pm.
25	Bank of Egypt ...	All	38 to 40
20	Chartered Bank Ind., Aust., and China	All	18 to 19
25	Chartered Merc. of India and China	All	32 to 34
20	City Bank ...	10	10 to 11
100	Colonial Bank ...	25	37 to 38
500fr.	Comptoir D'Escompte of Paris ...	—	680 fr.
£28½	Hong Kong and Shanghai Bank ...	All	37 to 39
28½	Do. Do. new ...	11½	4½ to 5½ pm.
100	Imperial Bank ...	20	15 to 17
50	London and County ...	20	45 to 50
100	London Joint Stock ...	15	30½ to 31½
100	London and Westminster ...	20	57½ to 58½
25	Oriental Bank Corporation ...	All	42½ to 43½
50	Union of London ...	15	35½ to 36½
MISCELLANEOUS.			
10	Anglo-Mediterranean Telegraph Co. ...	All	17½ to 17¾
10	Brit. Ind. Submarine Tel. Co., 1st Iss.	7	2½ to 3
20	British India Tea Company ...	All	24 to 24½
—	Ceylon Deb., 6 per cent., May & Nov. 1873	100	110 to 112
—	Do. Do. 1872	100	103 to 105
—	Do. Do. 1882-3	100	113 to 115
20	Ceylon Company ...	10	4½ to 4 dis.
20	Do. A shares ...	5	3½ to 2½ dis.
50	Colonial Company ...	20	3 to 1 dia.
10	Credit Foncier and Mobilier of England	All	2½ to 2¾
10	General Credit and Discount Company	7½	1½ to 1 dia.
15	General Steam Navigation Company ...	14	28 to 30
25	Indo-European Telegraph Company ...	20	28 to 34
10	International Finance Society ...	5	2 to 1½ dis.
10	Mediterranean Extension Telegraph Co.	All	7 to 7½
10	North Assam Tea (Limited) ...	5½	7 to 8 dis.
10	Do. do. B shares ...	All	9 to 8 dis.
50	P. and O. Steam Company ...	All	44 to 46
100	Do. Do. 1867 ...	10	3½ to 2½ dis.
50	Royal Mail Steam Company ...	60	45 to 48
25	Reuter's Telegram Company ...	All	78 to 80
10	Upper Assam Tea ...	All	2 to 2½
50	West India and Pacific Steam Company	20	5 to 3 dia.

BANKS AND COMPANIES CONNECTED WITH THE FAR EAST.

Peninsular and Oriental Steam Navigation Company, 122, Leadenhall-street.
 Messageries Imperiales, Head Office in Paris. B. W. and H. Horne agents, 4, Moorgate street.
 Netherlands India Steam Navigation Company, 13, Austinfriars.
 Hong Kong and China Gas Company, 11, Old Jewry Chambers, J. H. Walduck, secretary.
 Singapore Coir Company (Limited), J. M. Little, Esq., agent, 92 Cannon-street.
 Singapore Gas Company, 8, St. Mary Axe, Robert King, secretary.
 Pacific Saw Mills, Hakodadi, Armitstead and Co., agents, 21, Old Broad-street.
 Amoy Dock Company, John Pook, agent, Lime-street Square.
 Hong Kong and Whampoa Dock, Morrison and Co., agents, Crown-court, Philpot-lane.
 North China Insurance Company, 34, Clement's-lane, J. S. Mackintosh, secretary.
 Canton Insurance Company, Matheson and Co., agents, 8, Lombard-street.
 Union Insurance Company of Canton, Dent, Palmer and Co., agents, King's Arms Yard, Moorgate-street.
 Hong Kong Insurance Company, Gledstanes and Co., agents, 26, Austinfriars.
 China Traders Insurance Company, Hong Kong, Fearon and Co., agents, 36, Great St. Helena.
 Hong Kong Marine Insurance Company, Farbridge, Holliday, and Co., agents, Manchester.
 Ceylon Company, Palmerston-buildings, Old Broad-street, R. A. Cameron, secretary.
 Borneo Company, 7, Mincing-lane, John Harvey, managing director.
 Tanjong Pagar Dock Company (Limited) of Singapore, Mactaggart, Tidman, and Co., agents, 34, Great St. Helena.
 Silk Supply Association, T. Dickins, president, 3, Castle-street, Holborn.

BANKS.

Agra Bank, 28, Nicholas-lane, Lombard-street, J. Thomson, chairman.
 Chartered Bank of India, Australia, and China, Hatton-court, Threadneedle-street, G. U. Adam, manager.
 Chartered Mercantile Bank of India, London, and China, Old Broad-street, D. T. Robertson, general manager.
 Comptoir d'Escompte de Paris, 144, Leadenhall-street.
 Bank of Rotterdam, Union Bank of London, agents, Princes-street.
 Hong Kong and Shanghai Banking Company, W. H. Vacher, agent, 32, Nicholas-lane.
 National Bank of India, R. O. Sawers, chief manager, 80, King William-street.
 Oriental Bank Corporation, Threadneedle-street, C. J. F. Stuart, chief manager.

* * Companies omitted in the above list will be included if the particulars are forwarded.

ARTICLES OF IMPORT.

TEA.

The sales of the 30th Sept. and 1st Oct. comprised about 10,000 packages ex Ajax, Titania, &c. Fine Monings (counterpart sold a fortnight ago at 2s.) sold for 1s. 8½d. to 1s. 8½d.; common (new season's) 1s. 1½d. to 1s. 2d. (lowest this season), to fair medium, 1s. 5d. Greens: Moyunes, No. 5 Gunpowder, 3s. 9d.; Young Hyson, 2s. 4½d. Old season Red Leaf, 1s. 0½d. to 1s. 1d. The feature of the market is a run on fine sorts, and neglect of medium and common.

The following is from Messrs. Shepard and Co.'s Circular:—The short interval that has elapsed since our tea letter of the 24th inst. has been chiefly directed to looking over the cargoes of steamer Ajax and West Indian, and the out-turn of the latter proves superior (as anticipated) to the Achilles cargo, and a large quantity of fine Kaisow has been taken at 1s. 10d. to 2s. 2d., crack chops of the season at 2s. 3d. to 2s. 8d., and finest and extra fine Paklings (for export) at 2s. 2d. to 2s. 9d. per lb. All lower grades are again easier, as low as 1s. 2½d. per lb. being given for brisk burnt Kaisow kind. Of the Ajax cargo the bulk is of a lower class than previous imports, chiefly good medium to fine quality Oonfas and teas of the ripe fruity character selling at 1s. 5½d. to 1s. 9d. per lb., and show real good value. The dry Pekoe flavoured Oopack district (the only purchases at Hankow and costing high), continue hard to move over 1s. 9d. per lb., and many parcels yet remain. The business of the week is considerably larger than any since the arrival of the new Teas, notwithstanding the public sales for to-morrow and following day of about 10,000 packages New Teas. Green: The new Ping Suey's have arrived in large quantity, and are selling at satisfactory prices, seeing the limited business for export. Prices average perhaps 5 per cent. over last year's. A few old Moyunes have sold at full prices. New Season's Indian Tea (Assam Company's growth) sold, at very full prices in yesterday's public sale. The yield from all India season 1869-70, is put at 15,000,000 lbs., an important increase over previous year's, and must influence materially the position of China growth.

The Circular of Messrs. Wm. Jas. and Hy. Thompson is as follows:—The market is unsettled, and kept in a state of irritation by frequent public sales, and, as a natural consequence, all grades of Congou, excepting those for which there is demand, are lower, and sales most difficult. The system of auctions at stated periods, which was adopted for the general benefit, having been broken up, sales are now declared for almost every day of the week, to the manifest injury of the holders of stock. The steamer West Indian, from Foochow, arrived on the 25th inst., and anything fine to finest, from 1s. 10d. to 2s. 6d., has sold readily, the bulk being neglected. The flavoury and fine chops, ex Ajax, have also been picked out, and full prices paid.

FOOCHOW CONGOURS.—Some broken leaf, ex West Indian, has been sold at 9½d. to 11d. per lb.; common may be quoted 1s. 1d., but without inquiry. A few sales of new fair to medium have been made with the greatest difficulty at 1s. 3d. to 1s. 6d. per lb., showing a reduction of 2d. per lb. upon the first day's sales; fine to finest at 1s. 10d. to 2s. 6d. per lb., although irregular, are the only kinds that sell readily. Paklings, good to fine, at 1s. 10d. to 2s. 3d.; sales difficult to effect. Black-leaf Congous: Common to fair, at 1s. 1d. to 1s. 2d., continues dull; sales have been made of new, ex Ajax, fair to medium at 1s. 3½d. to 1s. 6d., good to fine 1s. 8d. to 2s. 4d., the inferior grades not selling freely. Taysan Congous: In these descriptions we have nothing new to report. Oolongs: Fine only meet with buyers. Scented Orange Pekoes: Sales of Foochow descriptions have been made at lower rates—1s. 8d. to 2s. 2d. for good to finest. Green Teas: Sales, ex Ajax, of Ping Suey's; Gunpowders, fair to finest, 1s. 4d. to 3s. 6d.; Imperials, good to fine, 1s. 8d. to 2s. 3d.; Young Hysons, fair to fine, 1s. 3d. to 2s. 8d. per lb.

Prices for new season's medim black-leaf Congous are about 1d. per lb. lower, or fully 4d. per lb. below opening rates, and fair to medium brown leaf 2d. per lb. Scented Orange Pekoes are also easier; other kinds unaltered.

	1869.	1868.
The United Kingdom stock was, on the 31st ult., estimated at ...	68,500,000	against 64,000,000
Cargoes of vessels arrived up to date, but not included in the above stock, with portion of other cargoes only partially included...	10,786,100	„ 15,524,800
Amount "on the water," advised by the last mail ...	40,901,200	„ 58,080,800

SIUK.—Market dull, the late large arrivals of China neglected, the quality being very unsatisfactory. Of Japans the rates are barely upheld, and purchasers hold back. No. 3 Tsatlee quotation is 29s.; Red Peacock, 24s.; Maibash, 24s. to 26s. for ordinary, and 28s. to 31s. for superior. Stock: China, 16,652; Japan, 5,246. Deliveries for Sept., 3,225 China, and 422 Japan.

COTTON.—An improvement has been exhibited in the Liverpool market since we last reported, there having been a more extensive demand with less pressure to sell, and prices show an advance of about ½d. per lb. on our last quotations, the current rates being Surat, 8½d. to 11½d.; Bengal, Scinde, &c., 8½d.; Middling Uplands, 12½d.; Middling Orleans, 12½d.; fair Dhollerah, 9½d.; fair Oomrawuttee, 9½d.; fair Broach, 9½d.; fair Pernam, 13½d.; fair Egyptian, 13½d.; fair Smyrna, 10½d.; fair Bengal, 8½d. In the London market a better tone is also apparent, and prices show a hardening tendency. Quotations:—Tinnivelly, middling fair, 9d.; fair, 9½d.; good fair, 9½d.; Northern and Western, middling fair, 8½d.; fair, 9½d.; good fair, 9½d.; Cocanada, fair, 9½d.; good fair, 9½d.; Scinde, middling fair, 8½d.; fair, 8½d.; good fair, 8½d.; Bengal, middling fair, 7½d.; fair, 8½d.; good fair, 8½d.

COFFEE.—The supplies of Ceylon at auction since the 24th inst. have been considerable, but they have found ready buyers at the advance

established on that day, Plantation realising for triage and ordinary, 48s. 6d. to 55s.; middling dull, 69s. to 69s. 6d.; bold, 74s. 6d.; middling coloury, 70s. to 76s. 6d.; good middling bold, 78s. 6d. to 85s.; pea-berry, 78s. to 83s. Native has brought 48s. 6d. for small, 53s. to 53s. 6d. for good ordinary, and 58s. 6d. for bold qualities. Manila has been for the most part bought in at 55s., but a few bags dull pale have been sold at 47s. There have been no offers of Singapore. Stock Ceylon, 13,123 tons. Latest telegraphic advices of Sept. 7 from Brazil quote as follows:—Coffee, good first, 7,000 reis; stock, 100,000 bags; sales 112,000; total export since the departure of the last mail, 112,000 bags, of which 2,000 were for the Channel, 20,000 for the North of Europe, 22,000 for the Mediterranean, 62,000 for the United States, and 6,000 for other ports.

CINNAMON.—240 bales 14 boxes Ceylon met less demand, and barely 100 bales found buyers at easier prices—first sort at 3s. 2d. to 3s. 8d.; second, 2s. 3d. to 3s. 6d.; third, 1s. 8d. to 2s. 5d.; fourth, 1s. 10d.; the remainder bought in, chiefly low coarse, at 1s. 4d. to 1s. 6d. Cinnamon Chips: The large supply of 2,353 bags Ceylon met a less active demand, and only about one-third sold at lower prices—dust, 4d.; common coarse to good common bark, 4½d. to 5½d.; middling thin bark and chips, 6d. to 8½d.; good middling, 7½d.; good 8½d.

CASSIA BUDS.—16 cases China bought in at £9, 5 cases wild Bombay withdrawn.

COIR GOODS.—A fair supply of Yarn has been offered, and nearly all disposed of at steady prices, more especially for the better kinds. Of Yarn, 25 bales Ceylon sold—good, £39; fine, £45 to £51; superior, £61 to £62; 36,741 dholls (46 tons) nearly all sold—very common and common, £26 10s. to £28; good common to low middling, £29 5s. to £30 5s.; middling, £32 to £33 15s.; fine, £40 to £44. Of Fibre, 3,642 ballots (9 tons) Ceylon 1 ton good sold at £28 10s., the remainder being bought in at £22.

COCOA-NUT OIL.—The market for Ceylon is quiet, the quotation being still £42 5s. per ton.

ISINGLASS.—At the last auction 60 cases Penang chiefly sold, good tongue, 3s. 11d.; middling tongue, 3s. 6d. to 3s. 7d.; ordinary thin and dark, 3s. 2d. to 3s. 5d.; low, 2s. 11d.; pickings, 2s. 7d.; good leaf, 4s. 1d.; middling to fair, 3s. 10d. to 4s.; ordinary, 3s.; good Manila sort, 2s. 5d. to 2s. 6d.

JAPAN WAX.—There is a fair demand, and 300 boxes good saucer have realised by private sale 80s. per cwt. At auction 131 boxes were bought in at 85s.

MANILA HEMP.—The sales, although small in quantity, have been at full prices, viz., common brown, £49, good roping, £53 to £54, superior, £56.

MADE.—Of 22 cases Penang 15 cases low middling to middling sold at 3s. 3d. to 3s. 6d.; 6 cases Java sold, common 2s. 6d. to 2s. 10d., middling 3s. 4d.

NUMEGS mostly sold at barely the previous value, 3 cases Penang 76's bought in at 3s.; 5 cases Java sold, 69's at 3s. 6d., 88's at 2s. 4d., 94's at 2s. 2d.

FLUMBERG.—In auction 1,331 barrels Ceylon met a fair demand, 800 barrels finding buyers at steady prices—good middling to good bright lump, at 20s. to 23s.; middling, 16s. 6d. to 18s. 6d.; low middling lump and dust, 15s. 6d.; chips, 11s. 6d. to 14s.; fine bright dust, 11s. 6d. to 11s. 9d.; good, 10s. to 10s. 9d.; low middling to middling, 8s. 6d. to 9s. 6d.; ordinary, 8s. per cwt.

PEPPER.—The sales since our last report have been exclusively of Penang Black, of which about 1,200 bags have been taken at 4 1-16d. for medium, and 4½d. for good qualities.

RICE.—The market continues quiet, and the only sale reported has been of 200 tons damaged Garden Siam, good quality, at 8s. per cwt. A few other parcels have been sold, of which the particulars are not given.

RUM.—Sales of Penang at 2s. 2d.

SUGAR.—The market is in a quiet condition, the demand being limited; prices, however, have not given way, owing to the firmness of holders. There have been no offers of Manila at the public sales, and privately only a few parcels have changed hands at the rates previously current. Of Penang at the auctions 270 baskets Date sort, very low dark, 25s. 6d., very ordinary to middling brown, 26s. to 28s. 6d., gray, 29s. A parcel of 6,469 mats brown China has been offered at auction and withdrawn, but by private contract 1,000 bags have since been sold at 27s. per cwt. The floating cargo per Bernhard Carl, 25,181 bags unclayed Manila, Ilo Ilo, has been sold at 20s. 6d. for a near continental port.

SAGO.—Of 359 bags, only a few lots sold, small pearl 18s.; 75 boxes large bought in at 23s. Tapioca: Of 904 bags good Penang, 100 bags sold, one lot sound 2½d.

STICKLAC.—At public sale 111 boxes Siam realised steady prices, good free sifted, 60s. 6d.; free rather small, 55s. 6d. to 56s. 6d.

TIN.—The sale in Holland on the 1st inst. comprised 61,633 slabs, which sold at 74f., or about 4½f. decline. This rate is equal to about £127 10s. in London, at which rate transactions have taken place.

ARTICLES OF EXPORT.

MANCHESTER GOODS.

The general tone of the Manchester Market continues extremely quiet, and although producers are encouraged by the course of the Liverpool Cotton Market to demand better terms for goods, buyers are unwilling to make purchases except on the low terms resulting from the late depression. Shipping Yarns are a shade firmer in price, and but for the full terms required by spinners, a considerable amount of business might be done. At the low rates quoted last mail a large business is offering, but spinners, having sold with sufficient freedom lately to reduce stocks, are not disposed to accept the same rates which tempted them at that date. With respect to production, we hear from many parts of the cotton manufacturing districts of curtailment, and there is a hope that a relief will be given to the market by these means, which will have a beneficial effect on prices. It is under-

stood that Continental producers have to make sacrifices in price, owing to the depression of trade; and some Belgian cloths have tempted Manchester merchants to invest in them to a small extent for home consumption.

NEW YORK MARKETS.

TEA.—There is a pretty active demand for invoices from the Trade, and while prices are steady for all descriptions, those for desirable parcels, Green, are well supported. The sales are 4,569 half-chests and 726 boxes Oolong, per Benefactor; 1,596 half-chests do. per Eliza Nicholson, &c.; 300 Japan, and 8,402 Green, mostly per Anglo Saxon, Monckchester, Golden State, Dartmouth, and Chinaman. The following were the prices paid:—Hyson, common to fine, 90c. to \$1.35; finest, \$1.40 to 1.65; Japan, common to fine, 80c. to \$1.5; finest \$1.10 to 1.25; Oolong, common to fine, 70c. to \$1.15; finest, \$1.20 to 1.60; Souchong, common to fine, 70c. to \$1.5; finest, \$1.25 to 1.50.

SILK.—The business is extremely limited, and prices are nominal.

COFFEE.—The market for Java and East India descriptions, though not active, continues strong, all desirable grades being held with much firmness, and commanding full prices. Sales: Java, in mats in lots, 24 to 24½c.; and 1,117 mats Manila, per Enoch Train, an old importation, 18½c. gold.

CAMPBOR.—No transactions; quotations for China, 28c. to 25c. per lb.

CRACKERS.—A small business doing in Canton at \$2.75 to 2.80 per box of 40 packages.

HEMP.—The accounts from Manila of light receipts there, and the departure of ships looking for full cargoes, only partially loaded, have imparted considerable activity to the market, and an advance of half a cent has been established, and at the close a further improvement was demanded. The sales are 2,000 bales, per Rattler, at 12½c., 60 days; 2,900 per Sea Serpent, on speculation, 13, 30 days; 1,000 per Witch of the Wave, 13, cash; and 4,000 per Agnes, in Boston, 13½, time, all gold. Manila cordage is quoted 23c. to 24 per lb.

INDIGO.—The market continues strong for all descriptions, with a good jobbing demand for Manila and Madras—the sales are 20 cases Manila, at \$1 10c. to \$1 47½c. currency; and 15 chests \$1 18c. to \$1 20c. gold.

INDIA RUBBER.—No business in East India.

PEPPER.—A few hundred bags have been sold at 8c. to 8½c. gold, in bond.

SPICES.—There has been considerable activity and some excitement in the market, especially for Nutmegs and Mace, which have been bought up, and are concentrated almost, if not entirely, in the hands of one house. Other descriptions have also shared in the movement, chiefly, however, in a jobbing way, the market for all kinds closing very firmly at hardening prices. Among the sales are 50 casks and cases Mace, 50 casks and 500 cases Nutmegs. We quote Mace \$1 15c. to \$1 20c. No. 1 Nutmegs, 97½c. to 100c. gold.

SUGAR.—An improvement in the demand for all descriptions has occasioned an advance of ½ cent. The sales are, 9,491 bags Manila, per Frederick, and 31,477 do., per Golden Fleece, at 11½.

TIN.—The market closes strong; holders demanding 32½c. to 32¾c. for Straits, though several parcels have been taken up at a lower figure—the sales are 1,750 pigs at New York and Boston, part at 32c., the remainder at 32c. gold.

Shipping Intelligence.

ARRIVALS.

Date	Ship.	Captain.	From.	At.
Sept 21	Alice Tainter	—	Japan, for Rotterdam.	Off Dungeness
— 19	Coplapo	Lehuby	Saigon	Belle Isle
— 9	Kattler	Marsh	Manila	New York
— 8	Lord Raglan	Sidney	Singapore	Boston
— 23	Queen of Devon	Burt	Do.	Deal
— 23	Frances	Do.	Do.	Do.
— 21	Aeroliet	V. de Eb	Batavia	Brouwershaven
— 23	Viandra	Somme	Akyab	Falmouth
— 23	Lily of Devon	Barrett	Ilo Ilo	Liverpool
— 22	Christina Aquarone	Ferraro	Basseln	Queentown
— 24	West Indian (s.s.)	Miller	Foochow, &c.	London
— 10	Mutlah	—	Manila	Boston
— 23	Rescue	Messery	Rangoon	Queentown
— 25	Andreas	Krabb	Bangkok	Falmouth
— 27	Charlotte	Steengrafe	Do.	London
— 27	Brinkburn	Runciman	Colombo	Do.
— 26	Fiatworth	Oxley	Penang	Deal
— 25	Bernhard Carl	Luders	Ilo Ilo	Falmouth
— 25	Dorette	Schlomer	Maulmain	Do.
— 26	Royal Visitor	Lowell	Do.	Do.
— 26	Channel Queen	Lanfesty	Ilo Ilo	Do.
— 25	Anna Walsh	—	Bangkok	Liverpool
— 24	Princessa M. Vittoria	Semerl	Akyab	Queentown
— 25	Invidia	Avellino	Rangoon	Do.
— 14	Agnes	Knapp	Manila	Boston
— 24	Jan v. Brakel	Roever	Padang	Texel
— 24	Schiedam	Goldvolk	Batavia	Brouwershaven
— 25	Marie	Hiesthorst	Do. for Rotterdam	Zierikzee
— 24	Amaranthe	Fabricius	Singapore	Havre
Aug 23	Ferdinand Brumm	Voss	Hong Kong	Surinam
Sept 24	Wemyss Castle	Nicol	Singapore via L'pool.	Glasgow
— 29	Larzac	Anderson	Colombo	London
— 29	Ann Lucy	Do.	Do.	Do.
— 29	Malvern	Cole	Do.	Do.
— 28	Zarida	Do.	Akyab	Falmouth
— 28	Duke of Rothesay	Jones	Basseln	Do.

DEPARTURES.

Date	Ship.	Captain.	For.	From
Sept 23	St. Peter	Fullerton	Cardiff & Hg. Kong.	London
— 22	Jorgen Bruhn	Iversen	Singapore	Cardiff

DEPARTURES—Continued.

Date	Ship.	Captain.	For.	From.
Sept. 22	Alma	Crawford	Singapore	Cardiff
— 22	Edwin Bassett	Dickinson	Yokohama	Liverpool
— 22	Elliott	—	Singapore	Shields
— 8	Pekin	Seymour	Hong Kong	San Francisco
— 27	Trinidad	Larrinsaga	Manila	Liverpool
— 24	Mathilde	Rahgens	Cardiff & Hg. Kong.	London
— 25	Thomas Blythe	Trenery	Columbo	Do.
— 25	Chanticleer	Purdy	Nagasaki and Higo	Do.
— 25	Mountain Ash	Case	Yokohama	Do.
—	Caribon	—	Galle	Clyde
— 27	Sir Jamsetjee Family	Cobb	Shanghai	Cardiff
— 25	Jessie	Fick	Do.	Do.
— 25	Solent	Meldrum	Hong Kong	Do.
— 25	Climinar	Roberts	Galle	Do.
— 24	M. De St. Aldegonde	Goedts	Hong Kong	Do.
— 27	Alvington	Adams	Penang	London
— 23	Tinnevely	Bone	Galle	Shields
— 25	Padang Packet	Huldekoper	Padang	Portland
— 25	Bella	Aubin	Yokohama	Cardiff
— 27	David Malcolm	Martin	Galle	Do.
— 28	Dolores Ugarte	Saul	Hong Kong	Rio de Janeiro*
— 27	Lotus	Poolo	Bangkok	Plymouth
— 26	Zaritzza	Alroe	Galle	Newport

* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

LOADING.

At LONDON.—For Higo and Osaka: Royal Minstrel. For Yokohama: Osaka. For Tientsin and Chefoo: Amberwith, Bessie Morris. For Shanghai: Titania, The Caliph, Derwent. For Hong Kong: Isles of the South, Queen of the Age, Norman Court, Ellenborough, Tonbridge. For Singapore: Henry Grenfell, Sir Henry Havelock. For Penang: Buston Vale, Corea. For Singapore and Penang: King Harold. For Batavia and Sourabaya: Gladiator. For Colombo: Tevior, Warrior, Boyne. For Colombo, &c.: Queen of the West. For Trincomalee and Galle: Timon.

At LIVERPOOL.—For Yokohama: Caractacus, Haddington. For Yokohama via Cardiff: Virgilia. For Shanghai: Bolivia. For Hong Kong: Veritas. For Singapore: Banda, Clifton. For Manila: Maria, Loyola. For Batavia and Sourabaya: Maranon, Hans. For Mauritius, Penang, Singapore, Hong Kong, and Shanghai: Nestor, str.

At GLASGOW.—For Yokohama: Wilhelmina Emma (str.); for Manila and Ilo Ilo: Feliz. For Batavia and Sourabaya: County of Bute. For Singapore: Wemyss Castle. For Singapore and Penang: Bangkok (str.). For Penang: Hyacinth.

SPOKEN.

MALVERN, Colombo to London, Aug. 14, 8 N., 22 W.
 NAWORTH (barq.), of Workington, Liverpool to Singapore.
 NEDERLAND, Saigon to Falmouth, June 14, 15 S., 30 (?) E.
 SAMPAN (Dutch barq.), London to Japan, Aug. 14.
 LAURENS (Dutch barq.), Rotterdam to Batavia, Aug. 14.
 GERTRUDIS MARIA (?), from Batavia, July 26, 30 S., lon. 10.
 FLORENCE NIGHTINGALE, Liverpool to Hong Kong, Aug. 15, 4 N., 20 W.
 ACTIVE, Singapore to London, July 18, 35 S., 32 E.
 WAVE, Nagasaki to New York, Aug. 8, off the Cape of Good Hope.
 BATAVIER, Amsterdam to Batavia, Aug. 22, 15 S., 30 W.
 STAD MIDDLEBURG, Flushing to Batavia, Aug. 18, 23 S., 26 N.
 NEVADA (Dut. barq.), Java to Falmouth, July 16, with loss of foretopmast.
 PRUSSIA (Dutch ship), Batavia to Schiedam, Aug. 17, 4 N., 23 W. (with Island Queen, for Japan, Aug. 24, 15 N., 27 W. [master dead.])
 MARIETTA, Rotterdam to Batavia, July 2, 5 N., 21 W.
 LEANDER, Foochow to London, July 28, 7 S., 105 E.
 STAD DOCKUM, Amsterdam to Samarang, July 23, 22 S., 36 W.
 WILLIAM WILSON, New York to Shanghai, June 20, 42 S., 28 W.
 COURIER, London to Shanghai, July 8, 27 S., 104 E.

FREIGHTS AND CHARTERS.

We can report no improvement in outward berth freights, export business still continuing very restricted. Coal freights exhibit a slight decline.

Current rates of freight for vessels on the berth:—To Yokohama: 32s. 6d. weight, 30s. meat. To Nagasaki: 45s. weight or meat. To Higo or Osaka: 40s. weight, 35s. meat. To Shanghai: 40s. weight, 35s. meat. To Hong Kong: 35s. weight, 27s. 6d. meat. To Batavia: 25s. weight, 30s. meat. To Singapore: 30s. weight, 25s. to 30s. meat. To Ceylon: 20s. to 25s. weight, 20s. meat. At New York to China; \$12 to \$15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Shanghai: £42. For Hong Kong: £34. For Singapore: £25. For Batavia: £17. For Galle: £22.10s. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £2. To Chefoo: £2 2s. For Shanghai: £2 2s. 6d. For Hong Kong: £1 12s. 6d. For Singapore: £1 4s. For Galle: £1 2s. 6d.

CASUALTIES.

Advices from Amsterdam, dated Sept. 7, state that the Nicholas Witzon, De Groot, from Batavia, which arrived at Texel, Sept. 5, had experienced heavy gales, May 12 and 17, when east of the Cape of Good Hope, during which she was thrown on her beam-ends, sprung deck seams, and damaged bulwarks, &c.; the master apprehended damage to the cargo.

Advices from Cape Town, dated August 17, state that the Nereus, den Broeder, from Saigon to Falmouth, which put into Simon's Bay, July 25, with damage, was surveyed on the 27th, when it was found that she had seven inches of water in her, and was much strained in her upper-works, but tight in her bottom; the cargo in the between decks was badly damaged and much heated; everything was carried away forward, except the foremast, bowsprit, and foreyard; the long boat and bulwarks were stove, and the rudder-head and maintopmast badly sprung. She had since discharged all her cargo, and would have to be coppered; 2,520 bags of the cargo had been sold.

The Dolores Ugarte (San Salvadorian ship), Saul, from Havana to Macao, put into Rio de Janeiro, Aug. 9, leaky.

Advices from Rotterdam state that the Gertrude (ship), Dewar, from Saigon, got aground Sept. 13, at Helvoet, but had since got afloat, and proceeded to Rotterdam.

The Minden, from Manila to New York, put into Mauritius, Aug. 16, in charge of the mate (Dolbell), the master (Bell) having fallen overboard July 8. On July 30, in lat. 16 S. lon. 101 E., she had experienced very bad weather, during which she had decks and cabins flooded, boats stove and lost, and sprung a leak, making twelve inches water per hour; she was discharging, and would probably go into dock.

The Niger (s.s.), Jobling, from China, Singapore, &c., to London, put into Mauritius, Aug. 22, to repair some of her machinery (the eccentric abeaves), which had broken down; she proceeded Aug. 27.

The Agnes, Knapp, which arrived at Boston, Sept. 14, from Manila, had lost bulwarks, &c., off the Cape of Good Hope.

Advices from Reunion, dated Aug. 27, state that the Bilbaina (Spanish ship), de Izaurieta, from Manila to Cadiz, with tobacco and coffee, foundered, Aug. 11, about sixty miles S.S.E. of that island; crew, except four, saved, and arrived there.

The Salamander, Detlefsen, from Saigon to Copenhagen, put into Falmouth, Sept. 23, leaky, with fore and main topgallantmasts carried away, and part of cargo thrown overboard. The Sandersons, Humph-

reys, from Bangkok, put into Falmouth, Sept. 23, with part of cargo thrown overboard, and loss of bulwarks, boat, sails, &c.

MISCELLANEOUS.

At SIMON'S BAY.—Aug. 19, Amur, Gyllenpalm, from Hong Kong and Singapore, for London.

At MAURITIUS.—Aug. 16, Minden (late Bell), from Manila; 26, Tycho Brahe (s.s.), Peel, from Liverpool, for Singapore, China, &c.

LAUNCH.

On the 23rd inst. a splendid new ship was launched from the yard of Messrs. Denton, Gray, and Co., the eminent shipbuilders, at West Hartlepool. She has been built to class A.A. at Lloyd's, and 20 years in the Liverpool underwriters' registry. It is intended by Messrs. Adamson and Ronaldson, of London, to whose order she was built, to place her in the China trade, for which she will be specially fitted. She will be full rigged, and is built entirely of iron. As she glided off the stocks, amidst the ringing cheers of the spectators and the workmen, she was christened The Inflexible, by Miss Triatram.

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EAU D'ALBION for the toilet, an exquisite production from the juice of flowers and aromatic plants.

ARBOQUINA ROSE, superior tooth-powder, composed of carbon, quinine, and Provins roses.

CUCUMBER SOAP for softening the skin, the best of all toilet soaps.

LAIT PROPHYLATIC to remove freckles and improve the appearance of the skin.

COMPOSITION ZOUAVE, for the instantaneous dyeing of the whiskers and moustache.

COLD CREAM, AU LOTUS DE LYBIE, to soften and refresh the skin.

NIGRITINE VEGETALE, an incomparable dye for the hair and beard, not staining the skin.

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THE STRAITS TIMES.—Daily, weekly, and fortnightly editions; published in Singapore, for circulation throughout the STRAITS SETTLEMENTS, JAVA, BORNEO, SIAM, FRENCH COCHIN CHINA, CHINA, and JAPAN.

This paper, which is the oldest in Singapore, and the most widely circulated throughout the Far East, offers an excellent medium for the advertisements of shipbuilders, machinists, manufacturers, patentees, &c., in the United Kingdom.

Advertisements to be forwarded through an Agent in Singapore, or GEORGE STREET, 30, Cornhill, London.

THE SAIGON ADVERTISER & SHIPPING GAZETTE.

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CANADIAN NEWS, every Thursday, contains all the latest news from the New Dominion.

Price 2d., post free, 3d.

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THE "CHINA MAIL,"

No. 2, WYNDHAM-STREET, HONG KONG.

NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co." was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.
Hong Kong, Aug. 15, 1867. CHAS. A. SAINT.

NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the Daily China Mail, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai, Hong Kong, Canton, and Macao, and a complete Commercial Summary.

Subscription, 12 dols. per annum, payable to any of the undermentioned agents. Postage added. Term of advertising:—Same as in Daily China Mail.

AGENTS.—London: F. Algar, 11, Clement's-lane, Lombard-street, E.C. San Francisco: White and Bauer, 218, Clay-street, San Francisco. Swatow: Brown and Co. Amoy: Giles and Co. Foochow: Thompson and Co. Shanghai: H. Fogg and Co. Manila: Karuth, Heinzen, and Co. Australia: Gordon and Gotch, Melbourne and Sydney. Singapore: Locke, Hongghoe, and Co. Batavia: H. Van Dorp.

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HONG KONG AND SHANGHAI BANKING CORPORATION.

EIGHTH REPORT OF THE COURT OF DIRECTORS

TO THE

ORDINARY HALF-YEARLY GENERAL MEETING OF SHAREHOLDERS,
HELD AT THE BANKING HOUSE OF THE CORPORATION,
HONG KONG,

On MONDAY, the 16th AUGUST, 1869.

TO THE PROPRIETORS OF THE HONG KONG AND SHANGHAI BANKING CORPORATION.

GENTLEMEN,—The Directors have to lay before you the Eighth Half-yearly report upon the transactions of the Corporation for the six months ending on the 30th June last, together with a Statement of Accounts, Assets, and Liabilities.

The Net Profit for the period covered by this Report, including \$63,252.14 brought forward from last account, after paying all charges, deducting interest paid and due, and making ample provision for bad debts, amounts to \$315,731.96, of which, after taking out rebate on bills not yet due and remuneration to Directors, there remains for appropriation \$296,791.51.

From this sum the Directors recommend the distribution of a Dividend of \$7.50 per Share on the Paid-up Shares, and \$1.50 per Share on the New Shares, being equivalent to 6 per cent. for the half-year (or 12 per cent. per annum), which will absorb \$180,000, and the balance, \$116,791.51, they recommend being carried forward to the credit of new Account, deferring the carrying of any sum to the Reserve Fund until the result of the Bank's working for the year, shall, in the General Balance Sheet for 31st December next, be submitted for consideration at the ensuing Yearly Meeting.

The Directors have pleasure in attesting the growing favour shown by the public to the Corporation, as evidenced by the steady increase of Current Accounts, Deposits, &c.; at the same time, while congratulating the Shareholders on the satisfactory condition of the funds and resources of the Bank, they regret that during the greater part of the period under review the general depression and inactivity of trade, the unusual lateness of the opening of the Tea Market, and the consequent stagnation of Exchanges, have, by leading to the accumulation of much unemployed capital in China, resulted in the acquisition of a profit much smaller than that realised in the corresponding six months of last year.

CALLS.

The second call of \$25 per Share on the New Shares in the Capital of the Corporation has been promptly paid up.

BOMBAY AGENCY.

This Establishment has been formally opened, and commenced its operations on the 1st of July.

AUDITORS.

The Honourable W. H. Rennie and Mr. W. J. Bryans having both left the Colony, it becomes necessary for the Meeting to elect Auditors to supply their places until the next Yearly Meeting, and the Directors have pleasure in recommending to the Shareholders Messrs. William Macaulay and J. M. Vickers, by whom the present accounts, at the request of the Directors, have been audited.

GEORGE F. HEARD, Chairman.

ASSETS AND LIABILITIES OF HONG KONG AND SHANGHAI BANKING CORPORATION, 30th JUNE, 1869.

ASSETS.				LIABILITIES.			
Cash and Bullion on hand...	...	...	\$6,590,400.61	Paid-up Capital:	...	...	
Government Securities ...	...	...	938,715.60	\$125 per Share, on 20,000 Shares ...	\$2,500,000.00		
Bills Discounted, Loans and Credits ...	...	...	4,369,696.72	First Call on New Stock ...	500,000.00		
Exchange Remittances ...	...	...	10,816,750.28			\$3,000,000.00	
Bank Premises ...	...	...	74,226.76	Reserve Fund ...	...	...	700,000.00
Dead Stock ...	...	...	49,221.82	Notes in Circulation ...	\$1,408,927.35		
				Deposits ...	6,451,202.99		
						7,860,130.34	
				Exchange Acceptances ...	...	10,963,148.99	
				Profit and Loss Account ...	...	815,731.96	
							\$22,839,011.29
			\$22,839,011.29				\$22,839,011.29

PROFIT AND LOSS ACCOUNT, HONG KONG AND SHANGHAI BANKING CORPORATION.

To Amounts written off:				By Balance of Undivided Profits, 31st December, 1868...	\$63,252.14
Remuneration to directors ...	\$10,000.00			By Amount of Net Profits for the six months ending	
Rebate on bills not due...	8,940.45			30th June, 1869, after deducting all expenses and interest paid and due	252,479.82
		\$18,940.45			
To Dividend Account at the rate of 12 per cent. per annum:					
On Paid-up Shares ...	\$150,000.00				
On New Stock ...	80,000.00				
		180,000.00			
To Balance of Undivided Profits:					
Carried forward to next half-year ...		116,791.51			
		\$315,731.96			\$315,731.96

RESERVE FUND.

To balance, 30th June, 1869 ...	\$700,000	By balance, 31st December, 1868 ...	\$700,000
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V. KRESSER, Chief Manager.

H. SMITH, Accountant.

W. MACAULAY, }
J. M. VICKERS, } Auditors.

We have compared the above Statements with the Books, Vouchers, and Securities at the Head Office, and with the Returns received from the various Branches and Agencies, and have found the same to be correct.

SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK
COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

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Hong Kong ...	Isles of South	A1 13 yr.	E.I.D.	With des.
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